Rally America
Performance Rally Rules

September 2006 Informative Edition

NOTE: This is NOT the 2006 Rally America PRR.

This rulebook is provided for reference purposes only. When referring to rules in Rally America PRR in an official context (such as an inquiry), please note the 2005 PRR and any applicable Bulletins.

In this book, changes in the 2005 PRR as a result of a Bulletin are noted in square brackets ('[', ']'). The applicable Bulletin is noted at the end in parenthesis (e.g., (2005-012)). Changed text is *italicized*. Moved or deleted text is described as such.

There is one exception to this notation. In Bulletin 2005-001, the terms ***ClubRally*** and ***ProRally*** are replaced with Regional Rally and National Rally. Changes of this type are simply *italicized*.

This book uses the notation "2005-xxx" to refer to Bulletins issued by Rally America in 2005, even though those Bulletins were only assigned sequential numbers when issued.

This book incorporates the following Bulletins: 2005-001, 2005-004, 2005-005, 2005-007a, 2005-008, 2005-009a, 2005-010, 2005-012, 2005-013, 2005-014, 2005-016, 2005-018a, 2005-019, 2005-020, 2005-021, 2005-022, 2006-002, 2006-003a, 2006-004, 2006-005, 2006-006, 2006-007, 2006-008, 2006-009, 2006-010, 2006-011, 2006-012, 2006-013, 2006-014, 2006-015, 2006-016 and 2006-017.

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Published by:
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Suite 617
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PERFORMANCE RALLY RULES

ARTICLE 1:

1.1. PURPOSE

A. *National Rally*

The purpose of the *National* Championship is to encourage participation in and support of, on a national basis, Performance Rally, offering a driving challenge. The rallies in this Championship series of events will follow a format prescribed in the Rally America Safety and Operations Manual (SOM).

B. *Regional Rally*

1. Provide a training ground for event organizers, marshals, and competitors separated from the pressures of the *National Rally* Series.
2. Provide events that constitute an attractive, easy entry into the sport for both organizers and competitors with a side product of increased numbers of organizers, marshals and competitors for the sport, thus increasing the visibility of the sport.
3. Provide an area of involvement for those manufacturers and support sponsors whose financial structures do not permit full participation in the *National Rally* Series.
4. Provide a “feeder” system of new events, trained marshals, and experienced competitors to ensure the future growth of the *National Rally* Series with events that become more demanding as they progress up through various layers of competition. The rallies in this series will follow a format prescribed in the SOM.

C. Safety and state regulations will be of key importance in competing in, and staging of, *National and Regional Rally* events.

1.2. ADMINISTRATION

A. Administrative Roles

The following administrative roles support rally operations:

National Series Manager (PRSM): Responsible for management of the ***National*** Championship, acting as Event Steward at ***National*** events, or assigning a qualified substitute. Serve as liaison between the ***National*** Organizers and Rally America. Decide on the ***National Rally*** of the Year and ***National Rally*** Rookie of the Year. Propose possible rule changes as needed (PRR and/or SOM).

Regional Series Manager: Oversee the activities of the *Regional* Stewards, scheduling and chairing meetings as needed. Act as liaison between the *Regional* Stewards, and the Organizers. Propose candidate rule changes as needed (PRR and SOM). Collect final point standings

and issue letters of invitation to qualified drivers for the *Regional* Championship event. Oversee the development of the Championship event and the *Regional Rally* program as a whole.

Competitor Liaison: TBD

Seeding Administrator: TBD

Medical Administrator: TBD

National Series Scrutineer (PRSS): Responsible for management of technical issues throughout the *National* Championship and advice at the *Regional* level. Propose and/or evaluate possible rule changes as needed (PRR).

National Safety Steward (NSS): Act as chairman of the Safety Committee, scheduling and chairing meetings as needed. Serve as liaison between the Safety Committee and Rally America. Responsible for assuring that *National* events meet required safety standards, acting as Safety Steward or assigning a qualified substitute.

B. Performance Rally Safety Committee

The Performance Rally Safety Committee is comprised of the National Safety Steward, the Deputy Safety Stewards and at least one Divisional Safety Steward per Division and shall be responsible to Rally America for the development and maintenance of a uniform plan, requirements, and procedures regarding event, competitor, marshal, spectator, and general participant safety for the *National and Regional Rally* programs.

The National Safety Steward serves as Chair of the Performance Rally Safety Committee. The National Safety Steward appoints and trains the Deputy Safety Stewards and the Divisional Safety Stewards. The National Safety Steward or a designated Deputy Safety Steward is responsible for ensuring that safety procedures are followed at *National* events.

The Deputy Safety Stewards serve as stewards at large to cover *National or Regional* events as needed.

The Divisional Safety Stewards are responsible for ensuring that safety procedures are followed at *Regional* events outside of their Division (as assigned).

C. *Regional* Stewards

One *Regional* Steward per division is appointed. The *Regional* Stewards are responsible for developing, supervising, and administering a program of *Regional* performance rallies in accordance with the rules, standards, and procedures established for the *Regional Rally* program. Specific duties and tasks are outlined in the Safety and Operations Manual. Their duties are as follows:

1. Maintain liaison with Rally America officials, event organizers, and competitors.
2. Coordinate scheduling of events within the Division and with other Divisions and the *National Rally* calendar in order to maintain an orderly and successful calendar for *Regional Rally* participants.
3. Establish, with prior approval from the Rally America, a system of sanction fees for the Division's events in addition to fees required by the National Office as Division's circumstances require. If Divisional fees are established for the Division, the Steward must submit a complete, detailed financial statement to Rally America at the end of each season the fees are in force.
4. Review event applications for all *Regional Rally* events held in the Division.
5. Review and issue final approval when standards have been appropriately met for event regulations, road permits, and pre-check results as provided in the SOM.
6. Assign an Event Steward for each event or act in that particular capacity as required. Event Steward duties include heading up the Protest Committee if needed and ensuring that: licensing procedures are conducted at registration, a *Regional Rally* Licensing Seminar is held, and the event is conducted according to the PRR and SOM.
7. Promote the growth of the sport in the Division through conducting licensing or skill-related rally schools, and by assisting event organizers in the maintenance and improvement of event quality.
8. Make recommendations to Rally America for the improvement or general development of *Regional Rally* rules and program.
9. Make recommendations to Rally America for annual awards and select *Regional Rally* of the Year.
10. Establish the Division's driver and co-driver champion each season, based upon the maintenance of annual points standings.
11. Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.

1.3. *National*/*Regional Rally* CHAMPIONSHIPS

The *National* Championship shall be comprised of not more than 12 events in any one calendar year. In order to be eligible for inclusion in the *National* Championship schedule, a proposed event must meet the requirements of the SOM and be Rally America-sanctioned, and participate in a minimum one-year observance process.

Regional events are divided into these categories: Coefficients 1 (RallySprints and stage format), 2 and 3. *Regional* Championships [Deleted text referring to Divisional and National Regional Championships (2005-001)]

for drivers and co-drivers will be determined each year by the *Regional Rally* Series Manager and *Regional* Stewards.

1.4. SAFETY AND OPERATIONS MANUAL (SOM)

The Safety and Operations Manual shall govern the operation of all *National* and *Regional* events. The SOM shall be available to all event organizers with an event on the schedule. The SOM shall guide the organizer in the preparation and conduct of the event. Organizers of *National* and *Regional* events are responsible to Rally America for adherence to the SOM. The SOM shall not serve as a basis for claim by the contestants.

The SOM will serve only as the general guidelines for the running of Coefficient 1 *Regional* events. Some variation, especially in timing or control sign formats, may occur at this level; event regulations must detail event procedures. Event formats may vary dramatically at this level; competitors should study each event's regulations carefully.

With prior approval of Rally America and the *National* Series Manager (PRSM), *Regional* events may run concurrently with a *National* event. Competitors may enter either or both *National* and *Regional Rally(s)* as they desire. Driver and co-driver must carry the proper licenses for the event(s) entered. [Needs change for 2006]

Rally America reserves the right to make such changes in these Rules, the SOM, and appendices as may be deemed necessary or advisable.

1.5. ACCEPTANCE OF *National*/*Regional Rally* RULES

Each organizer or organizer committee that undertakes to organize a *National* or *Regional* event shall be familiar with these Rules and with the appropriate SOM and shall be bound by them.

Each participant in a *National* or *Regional* event shall be familiar with and bound by these Rules. Participation shall constitute evidence of that contestant's acceptance of this provision.

1.6. INSURANCE

A. Event Liability / Participant Accident coverage

All Rally America-sanctioned events must be insured for Event Liability and Participant Accident coverage by the Rally America Event Insurance Plan. The Event Chairman shall not let the rally begin until assured by receipt of an appropriate insurance certificate that the insurance requirements have been met.

B. Event Insurance Plan Request Form

Each *National* and *Regional* event must submit a Rally America Event Insurance Plan Request Form and the applicable fees. This insurance request and payment must arrive at Rally America at least 14 days prior to the event.

C. Insurance Policy

For events with public road transit sections, the owner/entrant must warrant having a valid auto insurance policy with liability limits of not less than $100,000/$200,000/$50,000 in force for each vehicle entered (this includes support vehicles). Actual proof of such insurance showing limits must be produced to event officials at registration.

A warrant of insurance (included on official entry form) must be signed by the vehicle owner which states, “I warrant the competition vehicle has current minimum insurance coverage of $100,000/$200,000/$50,000 which meets or exceeds the vehicle insurance standards established and required by Rally America.” Cars without the required documents will not be allowed to start the event.

D. Incident Reporting

The driver (or owner) of a vehicle participating in a *National* or *Regional* event, which is involved in an incident resulting in personal injury or property damage of any kind, must report the incident by submitting a completed Incident Report Form to the Event Safety Steward or designated representative. This form must be submitted prior to the end of the event or as soon as practical thereafter (see also Article 8 for penalties). The Event Safety Steward or a designated representative is charged with the submission of the completed Incident Report and should file the report within ten days of the incident with Rally America.

1.7. SANCTION REQUIREMENTS

Formal Rally America sanction is required for all *National* and *Regional* events. Sanction requirements and all documents will be issued by Rally America.

A. Supplementary Regulations

Each *National* and *Regional* event shall have Supplementary Regulations covering areas NOT specified in these Rules and adding to rules contained herein.

The Supplementary Regulations for a *National* or *Regional* event shall include information such as schedules, local maps, local laws concerning vehicle preparation (i.e., headlights and bumpers), awards, etc. They shall also contain a glossary of terms used in the event.

Except in cases where a specific sanction exception has been granted by the PRSM and/or *Regional* Steward with concurrence of the CRSM, Supplementary Regulations may not alter or contradict the PRR. If such contradictions occur, the PRR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations.

Organizers will make all attempts possible to list in the Supplementary Regulations any deviations from the PRR (as “exceptions”). However,

changes occurring at the last minute, before, and during the event, and published in written bulletins on the notice board or as written instructions from bona fide officials, must be deemed official and correct. If these instructions are not posted on the notice board, the organizers shall ensure that all competitors affected are notified appropriately. A protest may not be based on the fact that certain changes to these Rules and Supplementary Regulations were not listed as exceptions before the event.

Supplementary Regulations shall be available to all pre-entered drivers and co-drivers, a minimum of 15 days prior to the event. Changes to the Supplementary Regulations will be posted on the official notice board.

B. The Event

In order to be eligible for Rally America sanction, events must meet the following standards.

1. Stage Rallies: Rally America requires that events in the *National* Championship as well as Coefficient 2 and 3 *Regional* events and non-RallySprint Coefficient 1 *Regional* events follow a stage rally format. The stage format is a series of special stages connected by a series of low speed transit sections. Stage rallies will consist of one or more legs. A leg is a series of stages and transits, which starts and ends with a Main Time Control (MTC). Stage rallies may also include Parc Exposes, Parc Fermes and service breaks, as well as Observation Controls and Regrouping Controls.
2. RallySprints: RallySprints are a series of timed runs on a closed course such as a motorsports facility, where a co-driver may not be required and a route book is usually not issued. Several drivers may enter using the same vehicle at a RallySprint. RallySprints may include Parc Exposes, Parc Fermes, and service breaks, but do not usually include transit sections. No minimum mileage requirement is applied to RallySprint events.

C. Speeds

1. Time assigned to transit sections will take into consideration varying speed limits, either posted or non-posted, along the route. This time will also allow competitors to complete time control procedures at a stage finish and will further allow for “quiet” zones.
2. Any stage road on a stage rally on which traffic will be controlled for the duration of the event, and every timed run at a RallySprint, will have a zero target time assigned for scoring purposes.

D. Length

1. *National* events shall have at least 100 miles or 140 minutes of special stages.
2. *Regional* Events

a. Coefficient 1 competition includes two distinct types of events: pure stage format rallies and RallySprint events. Stage rallies must have a minimum of ten stage miles and a minimum of two stages in the course. Stage mileage for this level of rally is limited to less than 30 miles.

b. Coefficient 2 event must have a minimum of 30 and less than 65 stage miles and a minimum of five stages in the route.

c. Coefficient 3 event must include a minimum of 65 and no more than 100 stage miles in the route. These will tend to be larger events resembling *National* events.

E. Starting Order

1. [*The start order for Rally America Championship Events will be established based primarily on median based speed factors. These will be supplemented by the old SpeedRanking on an as-needed basis. The new speed factors will be used to determine start positions and which competitors will be included in the seeded draw.* (2005-020)]

2. If a competitor is not listed on the SpeedRanking chart, then they should check with Article 2.2 to determine their SpeedRanking number for that event. If no SpeedRanking number can be determined, then the PRSM at *National* events, or the Event Steward at *Regional* events, may change the starting order for safety reasons, and will assign a SpeedRanking for that specific event.

3. [*There will be a seeded draw to establish the starting order for competitors with a Speed Factor of 89.50 and higher plus FIA Seed A listed drivers.* (2005-020)].

   a. [*The time and place of the seeded draw shall be either stated in the event's entry or supplementary regulations.* (2005-020)]

   b. A listing of all competitors qualified for Seeds FIA, 0, 1, 2, 3, 4, 5, 6, 7 & 8 is maintained. The seed list is updated regularly and is available for viewing at www.rallyamerica.com.

   c. The PRSM at *National* events, or the Event Steward at *Regional* events, may change the starting order for safety reasons.

4. An overall re-seed should be made after no less than 15 stage miles have been run, ideally before 30 stage miles, or, at the latest, at the end of the first leg. Re-seeding within seed is not permitted.

5. Stage Start Interval: [*The first "n" vehicles will start every stage with a minimum 1-minute additional interval to the vehicle ahead, where "n" is the number of drivers scheduled to start the event that were included in the seeded draw. The number "n" is established at the start of the rally and will remain the same for the entire rally.* (2005-020)]

[*6. Seeded Draw:*

The competitor drawing #1 has first choice of road position among those in the draw. The competitor drawing #2 gets second choice and so on until the draw is complete. Competitors (or their designate) included but not present at the time of the seeded draw will be assigned the highest road position available when their number is drawn. The stewards may not adjust the initial starting position of those in the seeded draw. This initial start order carries no precedent for any reseed through the remainder of the event. (2005-020)]

F. Route Book

1. All *National* and Coefficient 2 and 3 *Regional* events must use the standard Route Book format as described in the current SOM:
2. Top information area: Contains all information pertaining to the total length and time allowance for each transit and stage, and other information as indicated (start and finish point of transit, page number, etc.).
3. Page Columns (reading from the left margin):

   Column 1 Numerical line reference number, beginning at the number “1” and numbered consecutively throughout the route book or beginning at the number “1” at the top of every page.

   Column 2 Overall cumulative official mileage from the start of the rally or the last point at which mileage was zeroed (MTC, RGC, or ATC). Do not re-zero at an FTC.

   Column 3 Interval mileage from the preceding instruction

   Column 4 A map diagram (tulip or alpine) showing the correct route at all instructed intersections.

   Column 5 Other information as appropriate (hazard warnings, confirming signs, landmarks and special instructions may be included here).

   Column 6 Decreasing remaining mileage from each instruction to the Finish Time Control on stages or to the end of the road section on transits.
4. Bottom Information Area: Gives the mileage to the next instruction of the following page.
5. Mileage to the nearest 0.01 mile shall be given at each action point (every instruction) exactly describing the route. Where appropriate, further confirming instruction shall be given at all action points. Since the object of a *National* or *Regional* event is to offer a driving challenge, course following is to be as easy as possible.

6. Course arrows will normally be used to indicate the correct route or to identify a hazard (downward facing). They will be placed at (within 20 feet) the action point on the right side of the road. Since course arrows and banners are supplemental to the route book they shall not be the basis for a claim. In case of a conflict between the arrows or banners and the route book, banners prevail followed by the route book then the arrows.
7. Changes or additions to the route book shall be implemented via written instructions. Organizers shall ensure that all competitors receive these changes.

G. Stage Notes

1. *National* events and *Regional* events that are run concurrent with a *National* event shall (with the exception of Pikes Peak) have Rally America authorized, independently produced Stage Notes available to all entrants for an additional fee. Stage Notes are defined as professionally produced descriptions of the stage roads, including hazards.
2. In order to ensure high quality and consistency, all Stage Notes for a complete competition season shall be produced by a single vendor retained by Rally America, and shall follow a minimum set of standards that govern their production, as described in the SOM and summarized below.
   a. The only Stage Notes that may be used are those authored by a note maker approved by the Rally America.

   The Stage Notes page must contain the following items in the prescribed formats:

   Cover - Name and year of event.

   Glossary - A description of all the abbreviations and symbols that are used in the notes. Must include such items as, but not limited to, the following:

   Severity of corners (in 8 to 10 increments)

   Qualifiers (e.g. opens, tightens, long, tight)

   Connectors (e.g. into, and, over, continues)

   Straights (distances in yards)

   Junctions (e.g. turn, “T”, “Y”)

   Features (e.g. jump, crest, bridge, rough)

   Warnings (e.g. care, caution, danger)

   Phrasing and emphasis (e.g. use of underlining)

The glossary must be published in the preface of the Stage Notes Book.

Top - The following items will appear on each page of each stage:

Event name and year; stage # and name; stage in length of miles, and; number of pages for this stage. On the first page of each stage, all of the above will appear, as well as: Description of where the notes start from.

Body - Preferred maximum of 6 lines of notes per page. Minimum font size is 20 point in bold. The route book instruction number and cumulative mileage shall be adjacent to the corresponding stage note.

Bottom - If the next page is a continuation of this stage then the bottom of this page must repeat the first note phrase of the next page in such a way that it is clear that it is not another instruction, but rather an advance look at what is coming on the next page (e.g., in smaller font and/or set off in some way). This repeat instruction is not included in the count for the maximum number of lines of notes per page. The bottom of each page shall note the event name and year.

Binding - The Stage Note Book shall be printed on one side only of each page. The Stage Note Book shall be spiral bound so that it lies flat when its pages are folded over.

3. Changes or additions to the Stage Notes must be implemented via written instructions from an event official. Organizers shall ensure that all competitors receive these changes.

1.8. ACRONYMS/ABBREVIATIONS

ACCUS

Automobile Competition Committee for the United States

ASN

National Sporting Authority

D.O.T.

United Stated Department of Transportation

CARS

Canadian Association of Rallysport

CRSM

Regional Series Manager

DNF

Did Not Finish

DNS

Did Not Start

FIA

International Federation of the Automobile

FMAD

Mexican Federation of Automotive Sports

MPE

Maximum permitted earliness

MPL

Maximum permitted lateness

MTC

Main time control

PRR

Performance Rally Rules (this rulebook)

PRSS

National Series Steward

OEM

Original Equipment Manufacturer

RGC

Regrouping Control

SAE

Society of Automotive Engineers

SOM

Safety and Operations Manual

1.9. DEFINITIONS

ASN

National Sporting Authority. A national governing body of automobile competitions recognized by the FIA. ACCUS is the ASN for the United States.

Assembled

Changing the declared year model of a vehicle by replacing 100% of the differing components. In all instances, the year claimed for car presented for competition must match exactly the shop manual for that year. Example: Replacing or adding all differing or missing parts from a 2002 Ford Focus SVT onto a 2001 Ford Focus ZX3, including all functional and non-functional trim, the engine, transmission, and brakes.

ATC

An ATC (Arrival Time Control) is located before a stage start. One must enter on his assigned minute. An ATC is followed by a Stage Start, where you are counted down to your assigned start time on the stage. *Refer to Article 7.4.D.*

Bio Oil

A range of environmentally friendly oils derived entirely from plants (vegetable oil). Products range from bicycle chain oil to Bio Diesel. Bio Oils are 100% renewable and biodegradable.

Bogey Time

This is the longest stage time that can be taken before Lateness Penalty points are accumulated towards MPL. In the event route book, the Bogey Time is listed on the top of the Stage page, on the right side.

CARS

Canadian Association of Rallysport. CARS is the governing body of Rallysport in Canada, as delegated by ASN Canada FIA. See www.carsrally.ca.

Co-Driver

Instructs the driver on the upcoming route by communicating to the driver which direction the road takes via a route book supplied by event organizers (a.k.a. navigator).

Diagonal Brace

Transverse tube between a top corner of the Main Hoop or upper end of the Rear Bars to a lower mounting point on the other side of the Main Hoop or Rear Down Bars.

Diesel (fuel)

Hydrocarbon oil used as fuel (in compression ignition engines), intermediate in boiling range and viscosity between kerosene and lubricating oil.

Door Bars

Structural member(s) connecting to the Main Hoop and Front Hoop in a straight or 'X' pattern to prevent intrusion from side impact. This structure is vertically above the sill bar.

Eco Diesel

A blend of diesel oil and at least 2% oils derived from plants, such as corn and soy.

Event

Includes the date, location, and route of the competition. An example of an event would be: Rim of the World ProRally, May 1-3, 2003. Route might be: Five stages Friday night and ten stages Saturday, in the vicinity of Palmdale, California.

FIA

Federation Internationale de l'Automobile. The International Federation of National Automobile Clubs. The recognized authority for international motorsports. See www.fia.com.

FMAD

La Federacion Mexicana de Automovilisimo Deportivo. The Mexican Federation of Automotive Sports.

Front Hoop

Similar to the Main Hoop, but its shape follows the windscreen pillars and top screen edge. *Refer to Article 5.5.C.6.b.*

FTC

A FTC (Finish Time Control) is used at the finish of stages. One must stop to get his stage time, after passing the flying finish sign (or mark, etc.).

Grandfather (clause)

Creates an exemption based on circumstances previously existing.

Group 2

Two-wheel drive cars with normally aspirated, small displacement engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 2400cc. *Refer to Article 10.2.B.8.*

Group 5

Two-wheel drive cars with normally aspirated, charged or forced induction engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 5100cc. *Refer to Article 10.2.B.7.*

Main Hoop

A structure consisting of a nearly vertical frame or hoop, located across the vehicle just behind the front seats. *Refer to Article 5.5.C.6.a.*

Manual Sequential Shift

A mechanical means of changing gears in a linear motion without an 'H' pattern gate. No aid from any device is allowed. This type of shifting is common on motorcycles.

Model

A basic manufacturer's designation, e.g., Volkswagen Golf GTI or Ford Mustang SVO. A model is a specific vehicle, not a general category.

MPE

MPE (Maximum Permitted Earliness) is the total earliness you may accumulate on transits, before being excluded from the event. *Refer to Article 7.5.*

MPL

MPL (Maximum Permitted Lateness) is the total lateness you may accumulate on stage and transit travel before being excluded from the event. *Refer to Article 7.5.*

MTC

An MTC (Main Time Control) is used at the start and finish of rally sections. At an MTC In Control, you may enter before your assigned time. At a MTC Out Control, you must enter in your assigned minute. *Refer to Article 7.4.C.*

“O” Control

Observation Control. Refer to Article 7.4.F.

O.E.

Original Equipment. A component is considered original equipment if it is a direct replacement, meets the same specifications, requires no modifications to be installed, and is indicated as such by its manufacturer. An example would be an aftermarket air filter that fits in the stock location without modification and is listed by its manufacturer as a direct replacement part.

Parc Expose

A location where competitors are required to display their cars for public viewing. Competitors and service crews are allowed to work on their vehicles. *Refer to Article 7.4.H.*

Parc Ferme

A secured location where competitors may be required to leave their cars. Access is granted to rally officials only; however, competitors will be allowed to enter ten minutes before their start time. During this time competitors are not allowed to check, tune, or repair vehicles. This includes changing tires and refueling. *Refer to Article 7.4.I.*

Production

Street-licensed vehicles offered for sale in the United States. Adjusted engine displacement is limited to 2650cc. *Refer to Article 10.2.C.*

Production GT

Street-licensed vehicles offered for sale in the United States. Adjusted engine displacement over 2650cc. *Refer to Article 10.2.C.*

Red Cross

The back cover of the event route book must show a large Red Cross, to be used in an emergency (such as an injury accident) to stop the next rally car(s) upon the scene. *Refer to Article 7.11.*

Quiet Zones

Portions of the route with the following requirements: maximum speed 5mph below the legal speed limit, low beams only, minimum noise.

Competitors who do not adhere to the rules are penalized.

Rear Down Bars

Structural members connecting from the top corners of the Main Hoop in a downward angle to a reinforcement plate in the rear of the vehicle. *Refer to Article 5.5.C.6.d.*

Reinforcement Plate

A metal plate fixed to the body shell or chassis structure to spread loads into the structure of the vehicle.

Route Book

Instructions and a map of the *National* or *Regional* stages. Competitors follow the course by following the route book. Competitors are not allowed to practice stages.

RGC

An RGC (Regrouping Control) is used at the entrance and exit of a regrouping area, like service, to shorten the interval between cars. You must enter in your assigned minute. Refer to Article 7.4.G.

Scrutineering

Every *National* and *Regional* competition vehicle must successfully pass scrutineering (technical inspection). Refer to Article 6.3.

Shop-made

Same as *Assembled* above.

Sill Bar

Structural member connecting the Main Hoop and Front Hoop at floor level. This structure is intended to prevent side intrusion from short objects, such as tree stumps. Refer to Article 5.5.C.6.f.

SOM

The SOM (Safety and Operations Manual) was formerly known as the Rules For Organizers (or RFO's). This document includes *National* and *Regional* rules for organizers, as well as safety requirements, required forms, and sample supplemental regulations.

Special Stage

Competition section where the road is closed and competitors run flat-out at one to two-minute intervals.

Three Bar Adjuster

A device used to secure seatbelt webbing in place for occupant restraint systems.

Time Control

"Marshals" are stationed at starts and finishes of special stages and on transit sections. Each team's time is recorded on official time cards by the marshals.

Transit Section

Non-competition sections that allow competitors to move from one special stage to another. All posted and non-posted rules of the road must be adhered to. Competitors have a certain amount of time to complete transits.

Unassisted

Without help from any source.

Update

Use of a part or parts from a vehicle of the same manufacturer brand and model, but different production year of the recipient vehicle. Example: Installing the 1.8 liter turbo engine from a 2002 New Beetle into a 1998 New Beetle.

ARTICLE 2: LICENSES, SEEDING, AND CAR NUMBERS

2.1. LICENSES

A. Eligibility Requirements

1. All drivers must hold a valid state automobile operator's license (a learner's permit does not constitute a valid license). Co-drivers not holding a valid state automobile operator's license will not be allowed to drive the competition car at any time during the event.
2. All competitors in any *National* or *Regional* event, in addition to complying with 1 above, must:
    a. Hold valid a Rally America *National* or a Rally America *Regional* license if they are United States residents or United States citizens.
    b. OR; Hold a valid CARS or FMAD National License if they are Canadian or Mexican residents or citizens respectively. Valid CARS or FMAD regional licenses are acceptable at *Regional* events only. These competitors are required to fill out a *National* license application (free of charge), mail completed form along with a copy of the applicants' competition license and a valid driver's license. Note: This is to ensure that the competitors are on the mailing lists and receive a rulebook.
    c. OR; Hold a valid FIA license.
3. License Application Forms

    Application forms for *National* and *Regional* licenses are available from Rally America. *Regional* licenses may be issued upon receipt of properly completed application forms, required attachments, and payment of appropriate fees at any *Regional* events, if all requirements have been met. However, *National* license applicants must submit applications directly to Rally America.
4. License Logbook

    All current *National* or *Regional* license holders will be issued a driver’s log book which will have to be presented at registration before each event. At any event, the Event Steward may elect to make notation in a driver’s log if he observes rule infractions, speeding, or unsafe and unsportsmanlike conduct. This will allow event stewards to be aware of a driver’s recent history and require the driver to be responsible for his/her actions. A consistently questionable record could ultimately jeopardize a Driver’s license.

B. Medical Requirements

1. An Annual Health Screening History must be submitted with the license application for a *National* or *Regional* license to be issued or renewed. All candidates who answer any question in the affirmative

must submit a Physical Examination Form unless granted a waiver by the Medical Administrator.

2. A physical examination will be required for: competitors with a history of a medical condition or disease; or a condition that necessitates prescription medications; or periodic doctor's care (such as: treatment of Diabetes, Hypertension, Heart Disease, Seizure Disorder, Limitations of use, Paralysis, Amputation of any extremity, Lung or Pulmonary Disease).
3. As part of the Physical Examination, an EKG is required of anyone with a history of heart or cardiac disease.
4. Medical care does not mean routine visits for birth control pills, allergies, or antibiotics.
5. Any known medical condition (including pregnancy), which could affect medical fitness to compete, shall be reported immediately to the Medical Administrator. The competitor cannot compete until re-certified by the Medical Administrator.

C. *Regional* License Requirements

1. All initial *Regional* Rally license applicants will be issued a Novice Regional Drivers License.
    a. The Novice Driver's progress will be tracked in a driver's logbook.
    b. The event steward will use this log to record the driver's participation, finishes and any incidents or comments.
2. A Novice *Regional* Drivers License will restrict a driver to compete only in a Group 2 or Production Class car. Exception: Until December 31, 2005, any Novice wishing to compete in a class/car other than those listed may request a special waiver for their car. These cars will be subject to special restrictions to be determined by Rally America, e.g. they may be required to run a 28mm restrictor on a turbo car. Such requests must be submitted in writing and will be noted on the Drivers logbook.
3. The Novice *Regional* driver must attend the New Competitors' Seminar prior to each event.
4. The Novice *Regional* driver remains Seed 8.
5. The *Regional* Steward will enter comments in the performance log on the Novice driver's performance after each event.
6. An approved performance rally school will be credit for 4 coefficients, with approval of the chief instructor, but only one school may be applied to any license level requirement.

7. Once the Novice Driver has completed 9 coefficients, including no more than one coefficient 1 *Regional Rally*, he/she may apply for a Provisional *Regional Rally* license. The application and completed logbook should be forwarded to Rally America for review and approval before any higher license is issued.
    a. Any driver with significant previous automobile racing experience may, at this point, apply for a regular *Regional Rally* License by attaching a complete race experience resume to the *Regional Rally* License application. The application will require the endorsement of a steward and the approval of Rally America.
8. A Provisional *Regional Rally* Drivers License will restrict a driver to compete only in a Group 2 or Production Class car. Exception: Until December 31, 2005, any Novice wishing to compete in a class/car other than those listed may request a special waiver for their car. These cars will be subject to special restrictions to be determined by Rally America, e.g. they may be required to run a 28mm restrictor on a turbo car. Such requests must be submitted in writing and will be noted on the Driver's logbook.
9. A Provisional *Regional Rally* Driver's license holder may advance his/her Seed based on his performance.
10. The *Regional* Steward will enter comments on the Provisional driver's log book after each event.
11. Once the Provisional driver has completed an additional 9 coefficients including no more than one coefficient 1 *Regional Rally*, he/she may apply for a *Regional Rally* license. The application and completed logbook should be forwarded to Rally America for review and approval before any higher license is issued.
12. The cost of a *Regional Rally* license is [*$100.00* (2006-010)], and may be used for driving or co-driving duties. License fee includes a copy of the current PRR.
13. A *Regional* license will allow a competitor to compete only in *Regional* events.

[*14. Additional information for Regional license holders:*

a. License holder may enter any Regional rally including those concurrent with National rallies.

b. License holder who has entered the Regional rallies run concurrent with a National rally may also enter that National rally (aka dual entry) and earn points upon payment of an additional license fee of $50. This is limited to three National rallies in a season.

c. License is valid for 365 days from date of issue or renewal.

d. License holder receives a rulebook, license, and patch.

e. License holder (driver only) may hold a permanent car number between 200 and 995.

i. Those with an existing number under 200 may keep that number until we run out of numbers for National License holders.

ii. We will be reviewing the existing number assignments and un-assign those numbers which have been dormant for the past two seasons.

f. License holder may purchase sponsorship kits at cost.

g. License holder may participate in Regional contingency programs. (2006-010)]

D. *National* Driver and Co-Driver License Requirements

1. Competitors applying for their initial *National* Driver license must be at least a Seed 5 or have the equivalent driving experience.
2. Competitors applying for their initial *National* Co-Driver license must have finished four coefficient 2 or 3 *Regional* events, or have the equivalent co-driving experience.
3. Applicants with prior racing experience
   a. Any driver with significant previous automobile racing experience may, upon completion of the novice permit, apply for a regular *National Rally* License by attaching a complete race experience resume to the *National Rally* License application. The application will require the endorsement of a steward and the approval Rally America.
   b. All initial applicants with verifiable stage rally experience in other countries or sanctioning bodies, equivalent to more than 30 coefficients in US rallying will be reviewed by Rally America on a case-by-case basis.
   c. The burden of proof of experience is on the license applicant. If an applicant believes he should be able to circumvent the entire process they must appeal to Rally America well in advance of the event.
   d. All appeals to Rally America may be sent in writing or via email to licensing@rally-america.com.
   e. Falsification or misrepresentation of experience is grounds for indefinite suspension or indefinite denial of a novice permit or license.
4. The cost of a *National Rally* license is [*$200.00* (2006-010)]. There is no credit for mid-season upgrades from a *Regional Rally* license to a

National license. License fee includes a copy of the current Performance Rally rulebook.

[Deleted. No dual licensing allowed. (2006-010)]

5. [*Dual Entry:*

   a. *National License holders may not enter concurrent Regional events until they have DNF'ed from the National event.*

   b. *If National Licensees choose to continue in the event after a DNF, they may enter the later concurrent Regional event, but are not eligible for points or trophies.*

   c. *Regional License holders may enter concurrent National events, but are limited to 3 such entries per year at a cost of the additional entry fee (as determined by the organizer) plus $50 per event "Temporary National License Fee".*

   d. *Regional License holders who enter Regional events that are concurrent with National events do not pay the extra $50 per event.*

   e. *In any case, a National Co-Driver may sit with a Regional Driver. The driver earns Regional points and the Co-Driver is ineligible for Regional points (no Co-Driver points are awarded for their finishing position). This entry may dual enter, in which case the Driver pays the additional fee and earns both National and Regional points while the Co-Driver earns only National points (again, no Co-Driver points are awarded for their Regional finishing position).* (2006-010)]

[*6. Additional information for National license holders:*

   a. *License holder may enter any National rally.*

   b. *License holder may enter standalone Regional rallies, but may not earn Regional Points. License holder may enter the 2nd (or 3rd) Regional rally running concurrent with a National rally only after DNF-ing from the National rally (additional entry fee at the organizer's discretion), but again, may not score Regional Points.*

   c. *License is valid for the 2006 calendar year.*

   d. *License holder receives a rulebook, license, and patch.*

   e. *License holder (driver only) may hold a permanent car number between 11 and 199*

      i. *Prior season end top 10 overall may use 1-10 (1st overall may use #1, 2nd overall may use #2, etc.) for the current season while retaining the right to their permanent number.*

In case of ties, normal tie breaker rules will apply (see Article 9.1.A).

ii. We will be reviewing the existing number assignments and un-assign those numbers which have been dormant for the past two seasons.

f. License holder receives one sponsorship kit, and may purchase additional kits at cost.

g. License holder will be listed on the Rally America web site with either a link to their own web site or a "template home page" on the Rally America web site.

h. The "Top Teams" page of the Rally America web site will include;

i. The top 5 overall drivers (Woolf Cup).

ii. The top 5 overall co-drivers (Whitaker Cup).

iii. The top 5 2WD drivers (Woodner Cup).

- *License holder may participate in National contingency programs.* (2006-010)]

E. FIA License Requirements

1. FIA-Rally Only licenses will be issued only to current *National* license holders, who have completed a *National Rally*. The PRSS may waive this requirement upon receipt of supporting documentation.
2. A current FIA license is required for FIA-listed events.
3. FIA listed drivers may enter in *National* events, Coefficient 3 *Regional* events, and Coefficient 1 RallySprint events as drivers. FIA seeded drivers are excluded from competing as drivers at Coefficient 1 and 2 *Regional* events. They may, however, compete as co-drivers at these events.

2.2. PERFORMANCE RALLY SEEDING REQUIREMENTS

A. Performance Rally Seed Listings:

1. Seeding changes and points are accumulated based on a driver's best five Performance Rally events during the current calendar year and/or the two previous calendar years. Drivers earn seeding points by finishing in the top 15 overall positions or the top 50% if there are less than 30 finishers in any *National* or *Regional* event. Points for each finish position are awarded on the same basis as finishing position points for *National* or *Regional* events, as per Article 9.1.B (i.e., 1st-20 points, 2nd-15 points, etc.) Starting points and finishing points per Article 9.1.C are not counted for seeding points.

Seed 0 FIA Internationally seeded drivers, plus those drivers with 65 or more seeding points. FIA listed events will draw FIA 'A' and 'B' drivers as separate seeds. *National*

events will draw FIA 'A', FIA'B' and Seed 0 drivers as one seed.

Seed 1 Drivers with 25 or more seeding points.

Seed 2 Drivers with seven or more seeding points.

Seed 3 Drivers having finished twice in the top 50% of the finishers in a *National* event or finished twice in the top three positions overall in a Coefficient 3 *Regional* event with at least 10 finishers.

Seed 4 Drivers having finished once in the top 50% of finishers in a *National* event or finished once in the top three positions overall in a Coefficient 3 *Regional* event with at least 10 finishers.

Seed 5 Drivers who have finished twice in the top 60% of the finishers in a Coefficient 2 or 3 *Regional* event.

Seed 6 Drivers who have finished once in the top 60% of the finishers in a Coefficient 2 or 3 *Regional* event.

Seed 7 Drivers having finished two events (*Regional* Coefficient 2 or 3), or have completed a 6 hour Performance Rally School approved by the Rally America and finished a *Regional* Coefficient 2 or 3 event. Note: Drivers cannot better their seeding until they have satisfied all the Seed 7 requirements. These requirements cannot be completed in a single weekend.

Seed 8 New *Regional* license holders. All competitors must attend a mandatory Steward's Briefing prior to the start of any *Regional* event in which they are entered.

[*Seed 8 entrants are prohibited from using Stage Notes, unless they are competing with a co-driver who has completed a minimum of 20 rally coefficients using Stage Notes. Co-drivers must present evidence of prior experience.* (2005-007a)]

2. *National* license holders may petition the PRSM (at least seven days prior to an event) and present extraordinary circumstances or results that would influence their seeding or starting sequence. This can include results of competition in Canada.
3. Any seeded competitor who does not start a National Rally over a two-year period will be dropped from the seeded drivers' list. Re-entry onto the seeded drivers' list will be handled on a case-by-case basis with the PRSM.
4. The PRSM will use the CARS seed listing for Canadian Residents and Citizens as a guide in determining their starting positions. Non-

FIA seed foreign competitors must submit seeding requests and supporting information of qualifications to the PRSM to assure proper seeding. The foreign competitor will be placed in a seed group at the discretion of the PRSM at *National* events, or the Event Steward at *Regional* events.

5. All 0, 1, 2, 3 Seeded Drivers who have entered any *National Rally* Series Event before the seeded draw will be guaranteed a starting position for that event. All other entries will be selected in seeding order.
6. The official Performance Rally Seed listing, posted on the Rally America website at www.rally-america.com will be maintained by *the Seeding Administrator*, using the information sent by organizers. In case of missing data from organizers or other circumstances, and Driver can send the supporting data, requesting a review of their seeding.
7. *National* licensed co-drivers that become drivers will start in Seed 7. *Regional* licensed co-drivers will start in Seed 8.

B. SpeedRanking List:

1. Definitions:

   SpeedFactor: This is a number calculated for each competitor after each *National Rally* and reported *Regional* event, which indicates the relative speed of the competitor compared to the fastest competitor.

   SpeedRanking: This is a ranking of competitors' speeds, from the fastest to the slowest and is based on the best and latest SpeedFactor. SpeedRanking is used to set the Start Order of competitors at events. This ranking will be updated after each *National* event.

2. SpeedFactor:

   [*The parameters for the median based speed factors are as follows:*

   a. *Each competitor's individual stage speed factor is based on their standard deviation from the median competitor's stage time. These numbers are then normalized so that the speed factors generally range from 0 to 100 rather than -2 to +2.*
   b. *Any individual stage time slower than -1.5 standard deviations from the median will not be considered.*
   c. *The fastest 75% (rounded down) of each competitor's stages per event will be used to calculate their event speed factor.*
   d. *Any stage which any competitor completes in less than 2 minutes is excluded from the event speed factor calculation.*

e. Any stage where 25% or more of the competitors are awarded the same finish time due to application of Article 7.6.D is excluded from the event speed factor calculation.

f. A competitor must complete four of the remaining stages to get an event speed factor. In other words they do not have to finish the event.

g. Pikes Peak is excluded from speed factor calculation.

h. A competitor's Speed Factor is the average of their best 3 event speed factors from the current and previous season.

i. These will not be applied to stand-alone Rally America Regional Events at this time.

j. A competitor may petition to Rally America to exclude an event from their Speed Factor in which they competed in a slower than normal class. These exclusions will be made at the sole discretion of Rally America. (2005-020)]

3. SpeedRanking:

   a. The number used in the SpeedRanking is the highest SpeedFactor a competitor has obtained in the previous half season. If a competitor has no SpeedFactor for that period, then the past half seasons will be checked until one is found. However, an aging factor will be applied to the SpeedFactor at the rate of 0.02 for each half of season that is out of date.

   b. Drivers with a SpeedRanking number of 0.95 or better will be considered to be Seed 0 and treated as such under the Performance Rally Rules.

   c. The SpeedRanking chart supercedes the old seeding system for determining the start order only.

   d. If a competitor is NOT listed on the SpeedRanking chart (e.g., because they have not competed in the last 2 years or are from another country), then the following temporary SpeedRanking number will be determined for that event only, subject to the Event Stewards approval:

Old Seed	SpeedRanking
FIA or 0	0.95
Seed 1	0.89
Seed 2	0.85
Seed 3	0.81
Seed 4	0.77
Seed 5	0.73
Seed 6	0.69
Seed 7	0.65
Seed 8	0.61

2.3. PERMANENT CAR NUMBERS

A. Permanent car numbers (21-199) are used to designate "active" (more than four *National* events per year) *National* drivers, who will retain the number for as long as they remain active. Rally America will maintain the list of permanent numbers assigned to "active" *National* drivers and at the end of each season, purge the list of inactive drivers, who will be assigned *Regional* numbers.

B. Number 1 will be assigned to the previous year's *National* Driver's Champion, and the numbers 2-10 will be assigned to the Manufacturer's Open Class teams in order of finishing in the previous year. Numbers 11-20 will be reserved for International drivers.

C. New number assignments (21-199) may be obtained from Rally America when the driver enters his fourth *National* event of the year. Should a driver wish to secure a number in the 21-199 series, before qualifying as an "active" driver, he may send an Entry Guarantee Bond of $500 to Rally America and immediately receive a (11-199) number assignment. Upon the driver starting the fourth *National* event for that year, he will receive the Bond back, less a $50 administration fee and be able to keep the number and be listed as an "active" driver.

D. Rally America may temporarily assign a number in the 11-199 series to guest drivers.

E. *Regional* numbers will be 201 through 990, with the first digit representing the division of record. Numbers 991-999 are reserved for event sweep vehicles. Drivers can obtain a number from Rally America, who will assign and maintain the *Regional* number listings.

F. Both the *National* series of numbers and the *Regional Rally* series of numbers are valid for entry into any *National* and *Regional* event.

G. Drivers must obtain the appropriate *National* or *Regional* Identification package and numbers from Rally America and place them on the car (see Article 3) to ensure the car is properly identified. The *Regional* Identification Package is only required for *Regional* events running in conjunction with *National* events.

ARTICLE 3: COMPETITOR AND CAR IDENTIFICATION REQUIREMENTS

3.1. CAR IDENTIFICATION

A. No identification used by other competing non-Rally America rally organizers is permitted.

B. An area at least 30" wide, starting with the trailing edge of the front wheel opening, extending from the top of the door to the bottom of the vehicle, must be reserved on both sides of each competing vehicle for the proper display of required numbers, stickers, and event/series sponsor advertising.

C. No other advertising, lettering or artwork shall appear in the reserved area (overall graphics such as lines, streaks, and multi-colors are not considered artwork if they are behind the approved number backer).

D. The top four (4) inches of the windshield on *National Rally* and *Regional Rally* vehicles is reserved for use by Rally America. Entrants have the option of installing a contrasting single color background in the top four (4) inch area. No other advertising, lettering, or artwork shall appear in the reserved area. Manufacturer Championship vehicles are allowed to place the manufacturer's graphic logo on either end of the windshield protected space. Logo dimensions shall not exceed two (2) inches square, and must begin no further inward from the windshield side and top edges than 1.5 inches.

E. The assigned vehicle identifications must be displayed on the front door panels of both sides of the vehicle, in the position indicated in Figure 1. *National Rally* and *Regional Rally* vehicles entered in *the National Rally* Championship or supporting events must use the Rally America number backers with championship logo, numbers, class identification, and sponsor decals.

F. All vehicles competing in the Production, Group 2, Production GT, and Group 5, or FIA Group N classes will be so designated by the placement of a decal containing the letter(s) "P" (Production/ RallyTruck), "G2" (Group 2), "GT" (Production GT), "G5" (Group 5), and "N" (Group N) following the car's number on each door of the vehicle. Any vehicle found, without the correct class decal, will be scored as running in Open class. Open class vehicles do not use class ID.

G. The names of both the driver and co-driver must appear on the rear quarter window on each side of the vehicle, with the occupant's name of that particular side appearing above the other occupant. Adding first initial to the names is optional, and required only when driver/co-driver last names are the same.

   1. Font for lettering shall be upper and lower case Helvetica, two (2) inches in height.

2. Country flags shall be two (2) inches height, and shall be placed closest to the "B" pillar on the car on both sides, with the driver/co-driver names trailing towards rear of car.

3. Vehicles with no quarter windows or limited space have two alternatives: Reduction in size of names and flags to 1.5 inches, and/or placement of names and flags on leading edge of quarter panels (upper leading edge of pickup bed on Rally Trucks).

H. Figure 1 shows the correct placement of the *National Rally* Identification package.

I. One of the conditions for the continued assignment of a *National Rally* number in the series 1-199, is dependant on the driver ensuring that the full identification requirements listed above are met at each *National* event.

J. Cars failing to meet the above requirements will not be allowed to start unless given special dispensation by the Event Steward. Usually this requires a payment to Rally America equal to the entry fee.

3.2. COMMERCIAL ADVERTISING

A. All vehicles competing in a *National* event may be required to carry event sponsor advertising supplied by the organizers. Any competitor not wishing to carry the event sponsor advertising may be required by the organizer or the PRSM, to pay an additional entry fee equal to the normal entry fee. This also applies to *Regional Rally* entrants at *National* events.

B. An area at least twenty-four (24) inches wide and ten (10) inches in height must be reserved on the hood of each competing vehicle for advertising supplied by the event organizer. The reserved area must be in the forward half of the hood, centered from side to side on the hood. This advertising must not be modified and is to be used as supplied. No other advertising, lettering, or artwork shall appear in the reserved area (overall graphics such as lines, streaks, and multi-colors are not considered artwork if behind required decal advertising). If the organizers do not use the reserved areas, they shall be available for competitor use.

3.3. DRIVING SUIT IDENTIFICATION

A. *National Rally* driving suits must carry championship patch or embroidery, title sponsor patch or embroidery, and other patches required by championship programs, as per Figure 2.

B. At all Press Stages, drivers must wear their driving suits.

3.4. GENERAL APPEARANCE

A. It is recommended that both *National* and *Regional* teams follow the guidelines below in order to enhance the appearance of the sport to the media and the general public.

1. Crew uniforms, if worn, and/or T-shirts should carry championship identification and match for the duration of the event. No identification used by other competing non-Rally America rally organizers is permitted.
2. Clean team uniforms (which may simply be matching shirts and pants) or appropriate street clothing should be worn at awards ceremonies and dinners.
3. Enclosed trailers and vans should have appropriate championship logo, car number, and driver name clearly shown and visible from 100 feet. Rally America will make all logos available on disc, for cost of mailing.

   Open trailers should be neat and clean, and carry championship logos if space permits.

   All vehicles (entrant, support) at any *National* Parc Expose must be clean and neat in appearance. *National Rally* entrants have the option of setting up a small autograph table, umbrella and chair(s) for use by driver/co-driver only. Display of "hero cards", posters and rally/team information is strongly encouraged.

B. Commercial advertising in good taste is allowed on any vehicle outside the areas reserved in Articles 3.1 and 3.2.

3.5. *REGIONAL* IDENTIFICATION

A. *Regional Rally* participants that are entered in a *National Rally* must have the official *Regional Rally* identification package and numbers to start and run a *National* event. They will have to obtain a permanent number and have the required licenses as per Article 2.

B. If the official *Regional Rally* visual identification package is used the panels, decals and car numbers must be placed on the vehicle as shown in Figure 1.

C. If the official *Regional Rally* visual identification package door panels or numbers are not used, the numbers must have a background which extends at least two inches beyond the numbers and lettering, that is of a uniform contrasting color. Car numbers must be a minimum of eight inches high, with a one and one-fourth-inch stroke. Both the car numbers and class identification must be of uniform color and in contrast to the background.

D. All *Regional Rally* competition vehicles are required to display two *Regional Rally* decals, one on each side of the vehicle, OR the complete set of decals contained in the *Regional Rally* visual package.

E. Location of driver and co-driver names is free on *Regional Rally* vehicles that do not use a visual identification package. However, the entire last name of each team member must be included in contrasting letters at least one inch high.

FIGURE 1 - 2005 VISUAL IDENTIFICATION PACKAGE

NOTE: On *Regional Rally* cars entered in *National* events, the "*Regional Rally* Visual Identification Package" is required and must be installed in the manner shown. Flags by the Driver and Co-driver names are required on *National Rally* and on *Regional Rally* vehicles entered in *National* events.

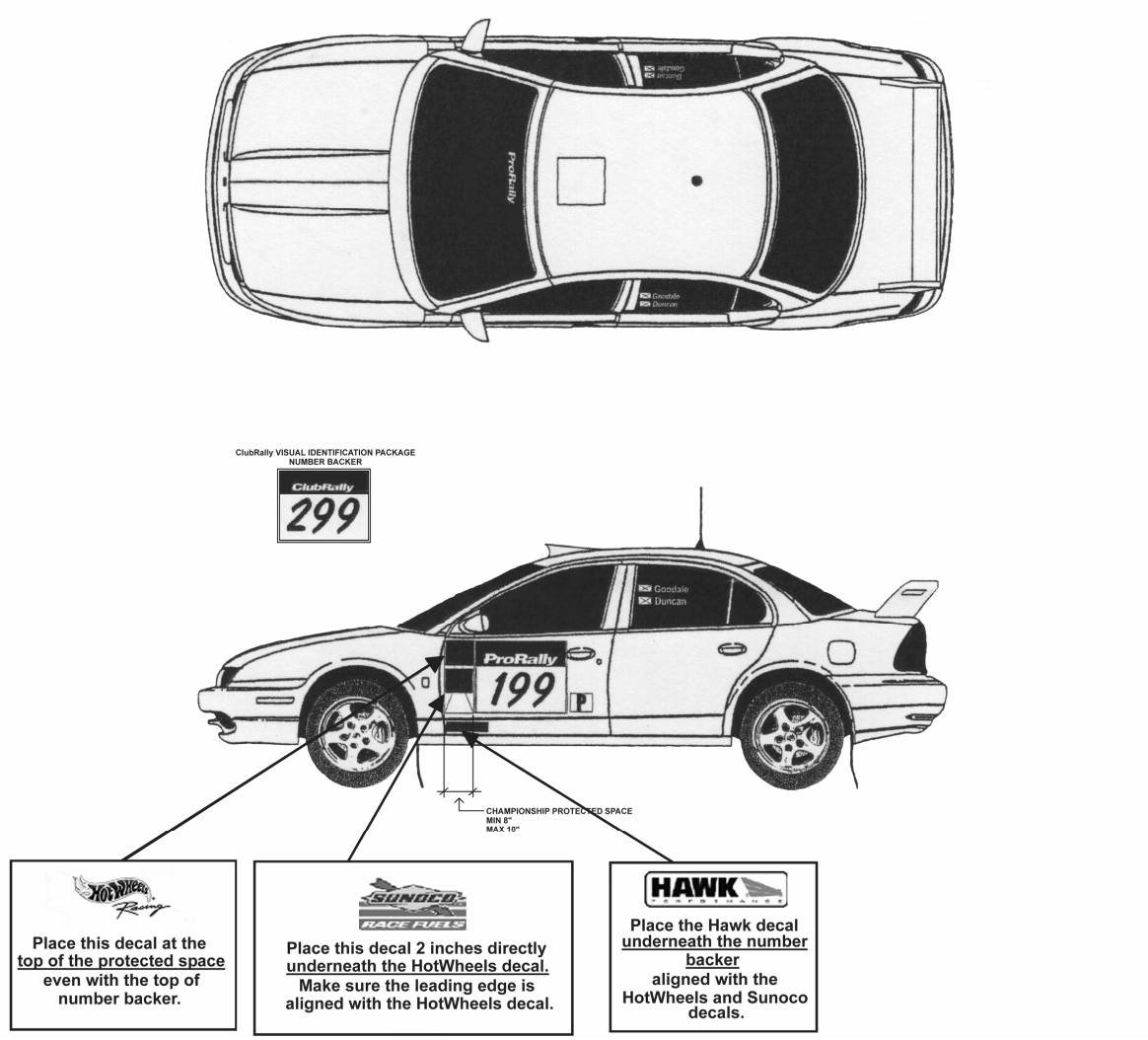
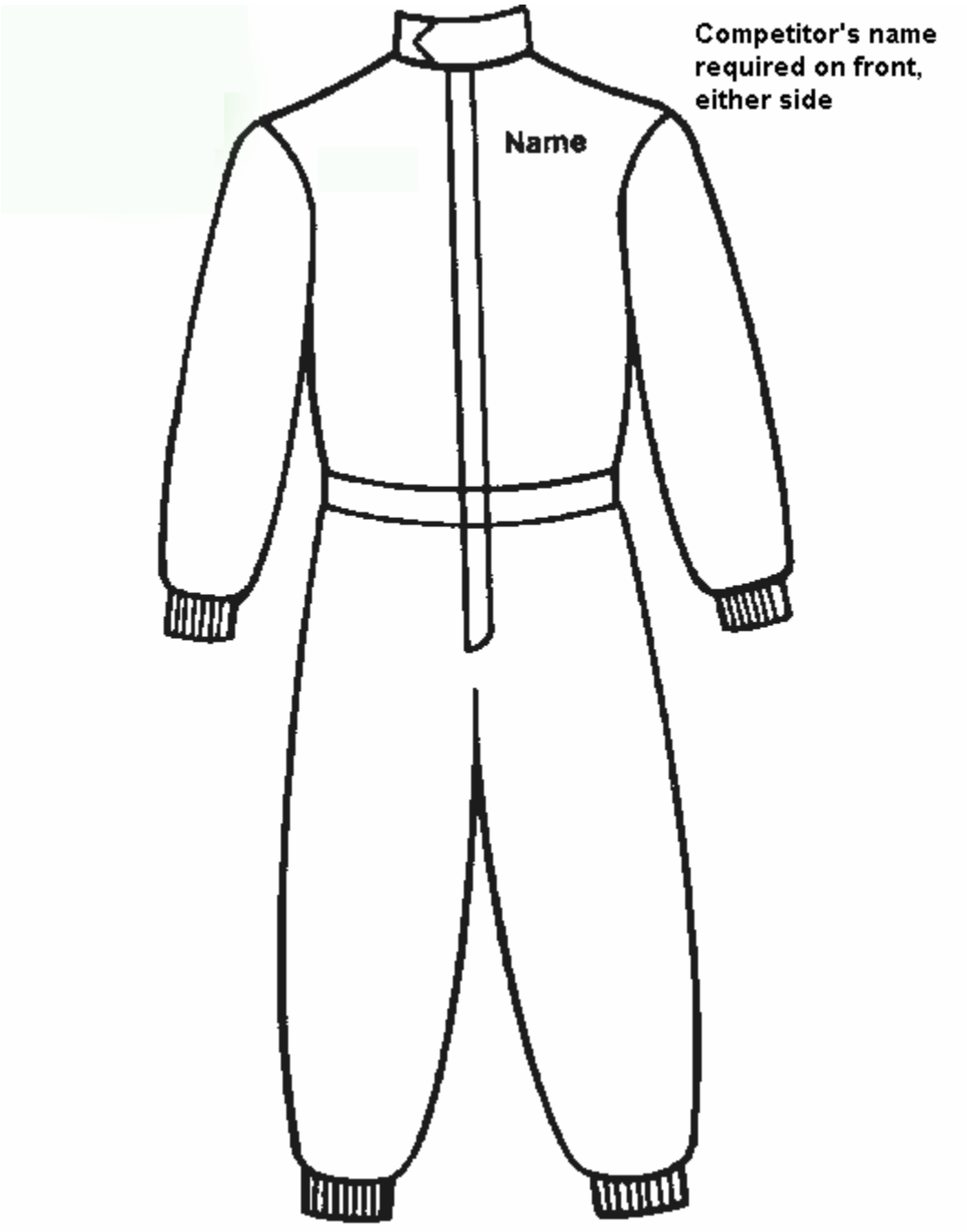

ClubRally VISUAL IDENTIFICATION PACKAGE
NUMBER BACKER
ClubRally
299
ProRally
199
Goodale
Duncan
CHAMPIONSHIP PROTECTED SPACE
MIN 8".
MAX 10"
Place this decal at the top of the protected space even with the top of number backer.
SUNOCO
RACE FUELS
Place this decal 2 inches directly underneath the HotWheels decal. Make sure the leading edge is aligned with the HotWheels decal.
HAWK
Place the Hawk decal underneath the number backer aligned with the HotWheels and Sunoco decals.

FIGURE 2 - 2005 DRIVING SUIT



Driving suits manufactured of an approved fire retardant material are mandatory for all competitors in all classes.

ARTICLE 4: ENTRY REQUIREMENTS

4.1. OFFICIAL ENTRY FORM

Application for entry in a *National* or *Regional* event shall be made by means of an official entry form. The form shall contain or be accompanied by full instructions for submission, which shall mention the date of closing of the seeded draw and of entries. Submission of incorrect information on the event entry form may result in forfeiture of competitors' or entrants' rights within these rules, forfeiture of prize funds and forfeiture of championship points earned on the subject event.

4.2. NUMBER OF OCCUPANTS

Each vehicle participating in an event shall have two and only two occupants. Substituting, for any reason, another person or vehicle after starting the event shall result in a score of DNF (Did Not Finish) for the car and its crew members, if not approved and posted in advance by the Event Steward.

A. The driver and co-driver may not switch duties during the event as to unfairly score championship points. If driver and co-driver switch and a competitive advantage is exhibited, then the driver giving the car the "competitive advantage" (i.e., the faster driver) will score driver points; the other driver will score co-driver points; the manufacturer will score points as normal.

B. If driver and co-driver switch and no competitive advantage is exhibited, then the driver, co-driver and car will score championship points as listed on the official entry form.

C. The Event Steward will determine competitive advantage and will post a notice of his determination as soon as possible after driver/co-driver switching takes place.

4.3. DRIVER'S AND COMPETITOR'S LICENSES

All competitors in a *National* or *Regional* event must hold a valid license (refer to Article 2.1).

4.4. VEHICLE REGISTRATION

The vehicle registration certificate or the certificate of ownership must be available for inspection by officials before the start of the event and at any time during its progress. This serves as evidence that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the permission of the owner.

4.5. VEHICLE ELIGIBILITY

Refer to Article 10.

4.6. LIABILITY RELEASES

Waivers must be signed prior to the start of the activity, in such form as may be prescribed by Rally America, releasing all parties designated in the waiver

from any and all liability of any nature whatsoever in connection with the event. Any competitor failing to sign the waiver will not be allowed to start. Service crew members not signing the waiver will cause the crew they represent to be penalized per Article 8. The use of identifying arm/wristband or other credentials is required for all individuals signing the waiver.

4.7. VISUAL IDENTIFICATION

Refer to Article 3.

4.8. REFUSAL OF ENTRY

Rally America reserves the right to bar any member from participating in the *National* and *Regional* events. An organizer shall have the authority to accept or reject any entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible.

4.9. ENTRY FEES

Entry fees are to be set by the conducting Event Committee and stated in the event's general announcement.

4.10. TAMPERING WITH CHAMPIONSHIP EQUIPMENT

Adjusting, altering, or tampering with any equipment placed by the event organizers, Rally America, or Rally America's authorized agents is prohibited.

A. Rally America authorized television cameras are event equipment and turning them off without authorization is prohibited.

4.11. IN-CAR/ON-CAR VIDEO AND AUDIO EQUIPMENT

Cars numbered 1 through 10 shall have provisions for, and all cars must allow, Rally America authorized recording equipment to be installed in or on those cars at *National* events. The penalties for failing to allow such cameras are those stipulated in connection with Article 4.10 for tampering with event equipment.

ARTICLE 5: REQUIRED SAFETY EQUIPMENT

5.1. HELMETS

A. All drivers and co-drivers competing in *National*, *Regional*, and RallySprint events must wear helmets that meet one of the following standards:

1. Snell Foundation: Snell SA95 or newer rating. Snell SA2000 or newer will take effect 1/1/07.
2. British Standards: BS 6658-85 type A/FR, including all amendments.
3. SFI Foundation, Inc.: SFI Foundation, Inc.: SFI Spec 31.1 Rev. A or 31.2 Rev. A.

B. Helmets that do not pass scrutineering will be confiscated and returned after the event. Helmets can be failed by scrutineering for not meeting any of the standards in Article 5.1.A or for not being in good condition as apparent by cracks, frays, punctures, or other defects.

C. As the dating of the specifications will be updated from time to time, new purchases should be of the latest specification available. It is recommended that helmets be replaced every five years.

D. Head and neck restraint systems, such as HANS, are recommended. When fitted, these systems shall be mounted per the manufacturer's recommendations and shall not violate the single latch requirement of the occupant restraint system.

E. Competitors assume the risk of any modifications to their helmets and are encouraged to always follow the recommendations of the manufacturer. Refer to Article 5.1.B. above.

5.2. DRIVING SUITS

A. FIA homologated driving suits conforming to the 8856-2000 or the FIA 1986 standards or SFI 3-2A/5 driving suits are recommended. SFI 3-2A/1 suits with approved fire resistant underwear are acceptable. CIK-FIA Level 1 Certification is for karting suits and is not valid for rally. FIA or SFI gloves and shoes are recommended. Nylon outer garments are unacceptable.

B. Driving suits shall effectively cover the body from the neck to the ankles and wrists, be in good condition, free from defects, holes, frays, tears, and open seams. One-piece suits are recommended.

C. To be allowed to start an event, the driving suits to be worn during competition shall be presented at scrutineering.

D. These driving suits are required at all stage rallies, including RallySprints.

E. The suits of Competitors entering a *National* event must carry the championship patch or embroidery, title sponsor patch or embroidery, and other patches required by championship programs, as per Article 3.

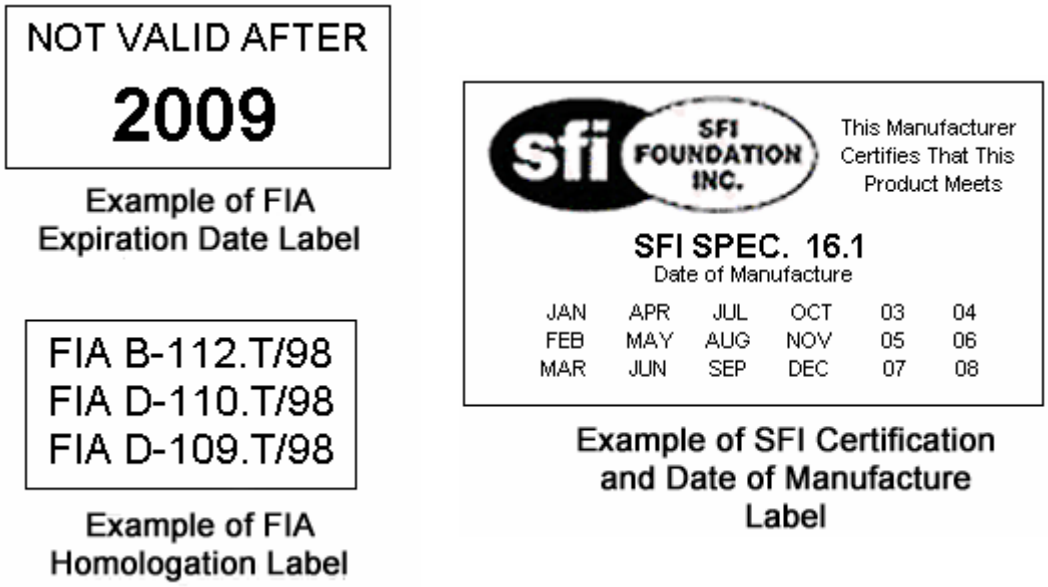
5.3 OCCUPANT RESTRAINT SYSTEMS

A. All vehicles shall be equipped with a five-, six- or seven-point occupant restraint (harness) system meeting the specifications below for both the driver and co-driver. All harness systems shall be capable of releasing with only one latch. These harnesses shall be worn at all times while driving or co-driving.

Six- or seven-point harness systems shall be required in 2007 for SFI systems and 2010 for FIA systems.

B. Harnesses shall meet the requirements of FIA Standard 8853/98 and/or the SFI 16.1 specification and shall be labeled accordingly.

FIGURE 3 - HARNESS LABELS


NOT VALID AFTER
2009
Example of FIA Expiration Date Label
FIA B-112.T/98
FIA D-110.T/98
FIA D-109.T/98
Example of FIA Homologation Label
sfi
SFI FOUNDATION INC.
This Manufacturer Certifies That This Product Meets
SFI SPEC. 16.1
Date of Manufacture
JAN APR JUL OCT 03 04
FEB MAY AUG NOV 05 06
MAR JUN SEP DEC 07 08
Example of SFI Certification and Date of Manufacture Label

Note: The FIA label includes the homologation number of all harness systems that a given belt may be used in. The homologation number can be verified against the FIA Approved Harnesses list to determine what standard the harness meets and whether the homologation is current.

C. SFI certified harness systems must have a date of manufacture label that is no older than two years. FIA homologated harness systems must have an expiration date no earlier than the current year (i.e., the restraint system must not be expired). When the FIA expiration date is later than the SFI expiration date, the FIA expiration date takes precedence. The harness system must remain intact as it came from the manufacturer and no modifications are allowed. Not all manufacturers date every belt in

the set; they may only date one of a pair of shoulder or lap belts, or may only date one belt in an entire set. The restraint system needs only one date label for the set.

D. Belt Width

In harness systems with only SFI certification, the minimum width on all belts in the system shall be no less than three (3) inches, except the anti-submarine belt(s). Each anti-submarine belt shall be no less than two (2) inches in width.

In FIA homologated harness systems, the belt width shall be as homologated by the manufacturer.

E. Five-Point System

A five-point harness system consists of a lap belt, shoulder harness, and a single anti-submarine belt.

F. Six-Point System

A six-point harness system is recommended for use in all. It consists of

a lap belt, a shoulder harness and two leg or anti-submarine belts.

G. Seven-Point System

A seven-point harness system consists of a lap belt and shoulder harness as described above in Article 5.3.E, plus three anti-submarine belts. The two-leg system, common to the six-point, is combined with the single anti-submarine belt from the five-point system.

H. Shoulder Harness

1. The shoulder harness shall be a two strap over the shoulder type. There shall be a single release common to the lap belt and shoulder harness. Only completely separate straps are permitted. “Y-type” shoulder straps are not allowed; “H-type” configuration is allowed. The separate straps shall be individually attached to the structural points of support. The shoulder harness angle to the point of support shall be between horizontal and 10° below horizontal and perpendicular to the rear of the seat. The belts shall also be kept as short as practical. At the mounting point, the distance from the center of one belt to the center of the other shall be seven (7) inches or less, closer is better.
2. Sternum latches are not allowed.

I. Lap Belts

The lap belt angle shall be aligned with the slot in the seat as to effectively prevent distortion of the belt along its entire length. In no instance shall the belt angle be greater than 0° from vertical to 45° from vertical, rearward.

J. Anti-Submarine Belt(s)

The anti-submarine belt(s) of the five-point, six point and seven point-systems shall be mounted per the manufacturer’s recommendation. Manufacturer's mounting instructions shall be retained with the vehicle logbook for review at scrutineering. The anti-submarine belt shall have a metal-to-metal connection with the single release common to the lap belts and the shoulder harness.

K. Material

The material and hardware of restraints shall be in new or serviceable condition. The buckle shall be of the metal-to-metal quick release type.

L. Mounts

Manufacturer's mounting instructions shall be kept with the vehicle logbook for review at scrutineering.

The occupant restraint system shall be mounted in any of the following methods:

1. Following manufacturer’s instructions and utilizing same manufacturer-supplied hardware.
2. Using roll cage mounting points, observing proper angles as specified by the restraint manufacturer.
3. Using the OEM mounting points, observing the proper angles as specified by the restraint manufacturer.

More than one method may be used in the same installation.

Anchorage points regardless of which method of mounting is used shall be capable of accepting a static load of 3500 lbs (pounds) for both lap and shoulder belts. Anti-submarine belts shall attach to anchor points capable of supporting 1650 lbs (pounds). If two straps attach to the same point, that point shall withstand the sum of both anchor point load requirements.

M. Window Nets

1. It is recommended (and may become mandatory in the future) that window nets be installed. Nets may be mounted to the door frame, roll cage or a combination of both. Care must be exercised in the choice of mounting methods to not restrict occupant entry to and exit from the vehicle. Nets must be mounted per manufacturer's instructions. Nets may have an opening not to exceed 6”x6” in the forward part of the net to facilitate passing of time sheets.
2. Window nets shall be installed any time the vehicle is operated with the windows down more than one (1) inch or if the window(s) are unserviceable during stage competition.

N. Head and Neck Restraint Nets

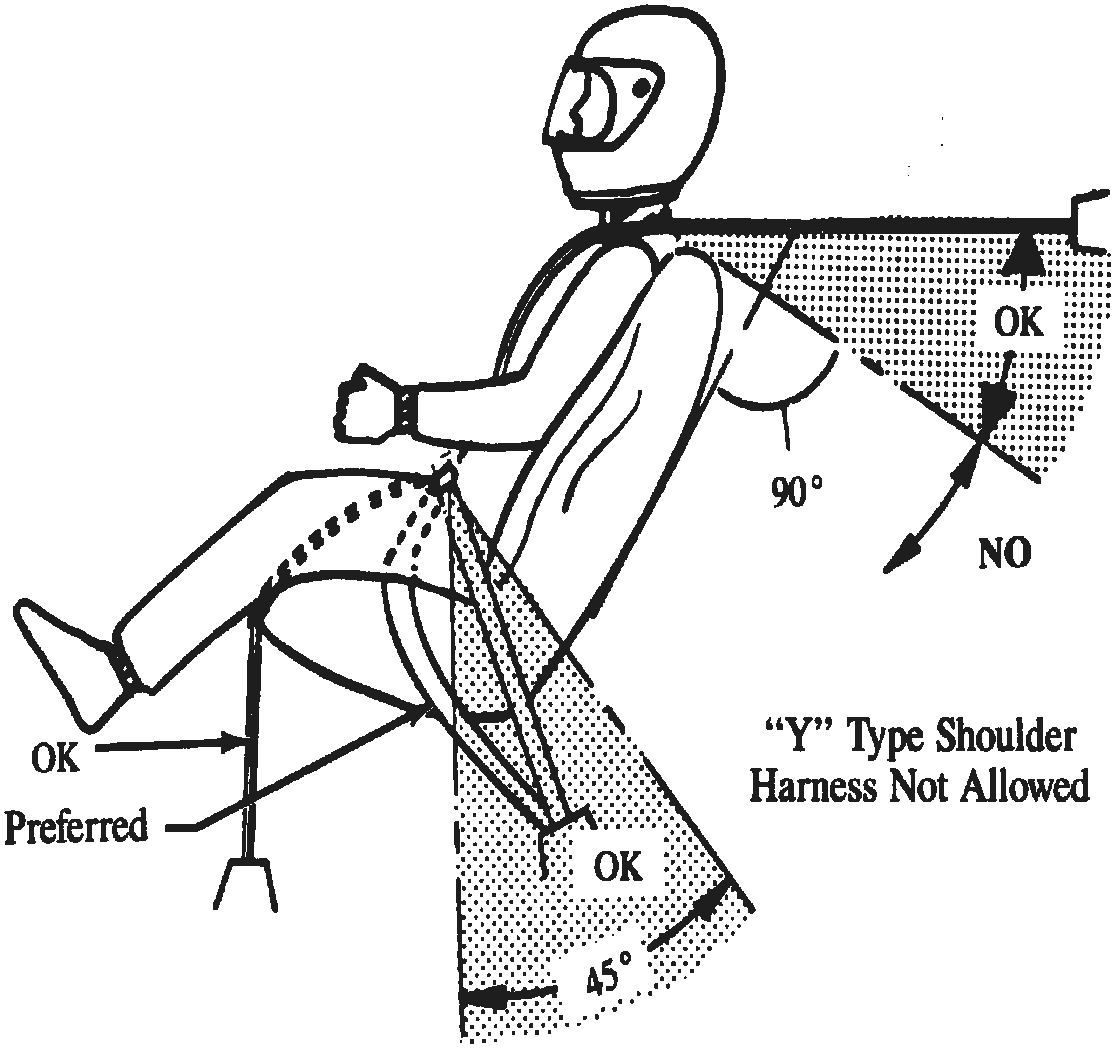
1. Head and neck restraint nets are recommended. Standards for mounting these nets are being studied and developed.

[*O. Head and Neck Restraints*

Rally America strongly recommends that all competitors use an SFI 38.1 certified head and neck restraint.

Competitors should expect that any future requirement for use of head and neck restraints will include only products which are FIA or SFI certified. (2005-022)]

FIGURE 4 - PROPER RESTRAINT HARNESS INSTALLATION



Note: FIA approved harnesses are authorized and must remain intact as they came from the manufacturer.

5.4. SEATS

A. Driver and co-driver seats shall be firmly mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. It is recommended the seats be mounted to the roll cage where practical. Seat mounts require the same strength as occupant restraints (3500 lbs.).

B. The use of hinged-back seats in *National or Regional Rally* vehicles is prohibited.

C. Seats designed by the manufacturer to be mounted with a back support brace shall be mounted accordingly. Seats not designed to be mounted with a back support may have one added. Back supports shall be designed and constructed in such a manner as to spread the load over as large an area of the seat back as practical.

D. [Deleted first sentence - (2005-022)] Competitors shall retain manufacturer installation recommendations with the cars logbook for review at scrutineering.

[*E. The use of an FIA approved seat that includes side head restraints is strongly recommended. The use of SFI approved seating may be recommended in the future, pending the review of the SFI standard and available products.* (2005-022)].

5.5. ROLLOVER PROTECTION

A. A roll cage is required for all vehicles entered in *National and Regional Rally* and RallySprint competition. [*Rally America will only issue log books to vehicles with roll cages:*

1. *Certified or homologated, with documentation, by the FIA or an ASN. An FIA or ASN homologation certificate, signed by qualified technicians representing the manufacturer, must be presented to the scrutineer issuing the logbook, as well as at each event. The certificate must contain specifications and drawings or photos of the roll cage in question.*

2. *Roll cages that conform to FIA Appendix J, Article 253.*

   [*Roll cages built to this specification may not substitute DOM for CDS tubing.* (2006-008)]

3. *Conform to the specifications in Article 5.5.C.*

Non-homologated alloy steel roll cages with tubing smaller or thinner than required in Article 5.5.C will not be log booked. Non-homologated alloy steel cages will not be log booked, regardless of dimension. (2005-018a)]

B. Roll cages constructed to FIA specification and certified by their manufacturer are recommended. FIA certified cages are exempt from the balance of this Article. Any unauthorized modification to a certified FIA

cage voids the certification and requires the cage to comply with all details of this Article. FIA certified bolt-in cages are not acceptable for log booking after 1/1/03. FIA roll cage certification expires concurrently with the vehicles homologation.

[*Group N vehicles are not required to have a homologated or a FIA Article 253 compliant roll cage to be eligible for Group N. They can use any Rally America legal roll cage. This is somewhat of a loophole in the FIA Group N rules, because it is assumed by the FIA that any rally vehicle would have a legal (homologated or Article 253) roll cage to enter a rally. This means that vehicles are NOT required to have an FIA roll cage to enter Rally America events in Group N, but simply must have a Rally America legal roll cage. A vehicle with a Rally America legal cage which is not FIA legal would, most likely, not be eligible to compete in rallies not sanctioned by Rally America because the roll cage is not FIA legal.* (2005-018a)]

C. Roll cages not constructed to FIA specifications must adhere to the following minimum specifications. Specific installations are subject to approval by the Chief Scrutineer.

1. The primary purpose of the roll cage is to protect the occupants of the vehicle during a rollover or serious accident. This purpose should always be considered during the design and fabrication of the roll cage.

2. Material

   All required primary roll cage elements (including diagonals and side bars) shall be constructed from seamless DOM, CRW, WHR, or WCR mild carbon steel. Equivalent materials such as SAE 4130 may be accepted upon the approval of the Chief Scrutineer. Alternate materials may require special jointing methods and should only be attempted by those with the required skills and knowledge.

   ERW is specifically prohibited. All required primary roll cage elements must adhere to the table in Article 5.5.C.6.l for diameter and wall thickness (for the purpose of determining tubing sizes, the vehicle weight is determined full of fuel and spares and race ready but without occupants).

3. Mounting

   Roll cage terminal ends shall be attached to the frame or body structure in locations that will support maximum impact loads; resistant to shear either in compression or tension (push through or pull from the structure). Mounting plates shall be welded to the frame or body structure, and shall have a minimum area of ten (10) times the diameter of the tube being attached (i.e., a 1.5 inch diameter tube would require a minimal mounting plate area of 15 square inches). Where possible the mounting plate shall also be at least two

(2) times the diameter of the tube being attached in any dimension (i.e., a tube diameter of 1.5 inches would require a plate at least 3.0 inches in any direction. The vertical section along the sill would figure in this dimension. This plate may be composed of more than one piece of material of the same composition.

a. Welded plates: Mounting plates must be at least 1/8 inch thick and must be attached such that the welding does not weaken that area of the vehicle structure.

b. Roll cage mounting plates shall extend onto vertical structures of the vehicle (such as door sills or tall frame sections) wherever possible.

4. Welds

All roll cage joining must be performed by GTAW (TIG), GMAW (MIG), FCAW (flux cored arc), or SMAW (stick arc) welding. Oxy-acetylene welding and brazing are not acceptable. All welds must be of high quality with good penetration and exhibit no significant undercutting of the parent metal. All welds must also be 100% complete (i.e., must wrap completely around the perimeter of all tubes). Acceptance of any questionable welds is at the discretion of the Chief Scrutineer.

5. Bends

All bends in the roll cage tubing must be smooth and present a minimal amount of tubing distortion. Any evidence of crimping or wall failure is unacceptable.

6. Required roll cage primary elements

All non-homologated roll cages must contain the following components at a minimum:

a. Main Hoop: Must be made from a single bent piece of tubing and be located no more than ten (10) inches behind the driver or co-driver, or more than five (5) inches in front of the back surface of the most rear-mounted seat. The Main Hoop must extend the full width of the driver/co-driver compartment, and must lie in a plane less than 20° from vertical. The top surface must also be at least two (2) inches above the helmet of the driver when in normal seated position. The Main Hoop is required in all roll cage configurations. A diagonal brace or an "X" is required in this structure.

b. Front Hoop: Similar to the Main Hoop, but located around the front windshield. This Hoop must fit reasonably tight to the body structure in order to minimize obstruction of the view through the windshield.

c. Roof Bars: Two bars must join the Main and Front Hoops. These bars must be located as close to the sides of the roof structure as possible, and must be at least two (2) inches from the driver and co-driver's helmets when in normal seated position.

d. Rear Bars: Two Bars must join the Main Hoop to the rear of the vehicle. These bars must attach to the Main Hoop as close to the upper bends as possible, but no more than six (6) inches below the top surface of the Main Hoop and not closer to each other than where the Roof Bars attach to the Main Hoop. These bars shall be kicked rearward at the bottom and angle of at least 30° from vertical. These bars shall be straight and not contain any bends. This structure shall contain a diagonal brace or an "X".

e. Diagonal Lateral Bars, shall run from one upper bend of the Main Hoop to the lower end of the Main Hoop opposite leg (either side upper bend is permissible) and shall be attached as close as possible to the upper bend and the lower attachment point. An additional bar shall run from one upper bend of the Main Hoop to the lower end of the opposite Rear Bar (rear strut mounting). An alternate method for use in the main hoop is a "V" shaped bar (may be two bars) running from about the height of the door latches on the main hoop to the center tunnel. The center tunnel shall be plated in similar fashion to the mounting points of the Main and Front hoops. This tube shall remain as close as practical to the plane of the main hoop

f. Side Sill Bars: Two bars (one each side) shall join the Main and Front Hoops (bar G-H in Figures 5, 6 and 7). These bars shall be located as close to the horizontal and as low as practical, and in no case be more than six (6) inches above or four (4) inches inward from the lower door sills. Additional door bars are recommended, but these sill bars are still required. Stitch welding of the sill bar to the doorsills (rocker panel) is recommended.

g. Alternate Design - Side Hoops: Refer to Figure 6. Instead of using a Front Hoop and Side Bars, these components may be substituted with Side Hoops and a Windshield Bar. These Side Hoops must extend from the Main Hoop, one on each side, forward and along the A-pillars to the floor. A Windshield Bar then joins these two just above the windshield. All clearance rules still apply.

h. Alternate Design - Halo Hoop: Refer to Figure 7. Instead of using a Front Hoop and Side Bars, these components may be substituted with a Halo Hoop and Windshield Legs. The Halo

Hoop is a single piece of tubing bent to run from the windshield, then back to the Main Hoop on the opposite side. Windshield Legs then connect the Halo Hoop, along with the A-pillars, to the floor. All clearance rules still apply.

i. Front Gussets: Shall join the Front Hoop and Roof Bars (or Side Hoops and Windshield Bar, or Halo Hoop and Windshield Legs) on both sides of all junctions. These gussets may be made from:

   1. Flat sheet of the same material and thickness as the Front Hoop may be rolled to semi-circular wrap type gusset.
   2. Tubing at least three quarters inch in diameter and sixty-thousandths inch thick (0.750x0.060”).
   3. Flat sheet or “Plate” type gussets of the same material and thickness as the Main Hoop are allowed. Regardless of which type gusset is used, it must extend on to each joined tube at least two (2) inches, but not more than three (3) inches, and be fully welded all around.

   [*Gussets are required on only one side of the windshield bar, unless required by homologation.* (2005-018a)]

FIGURE 5 - ROLL CAGE (FRONT HOOP)

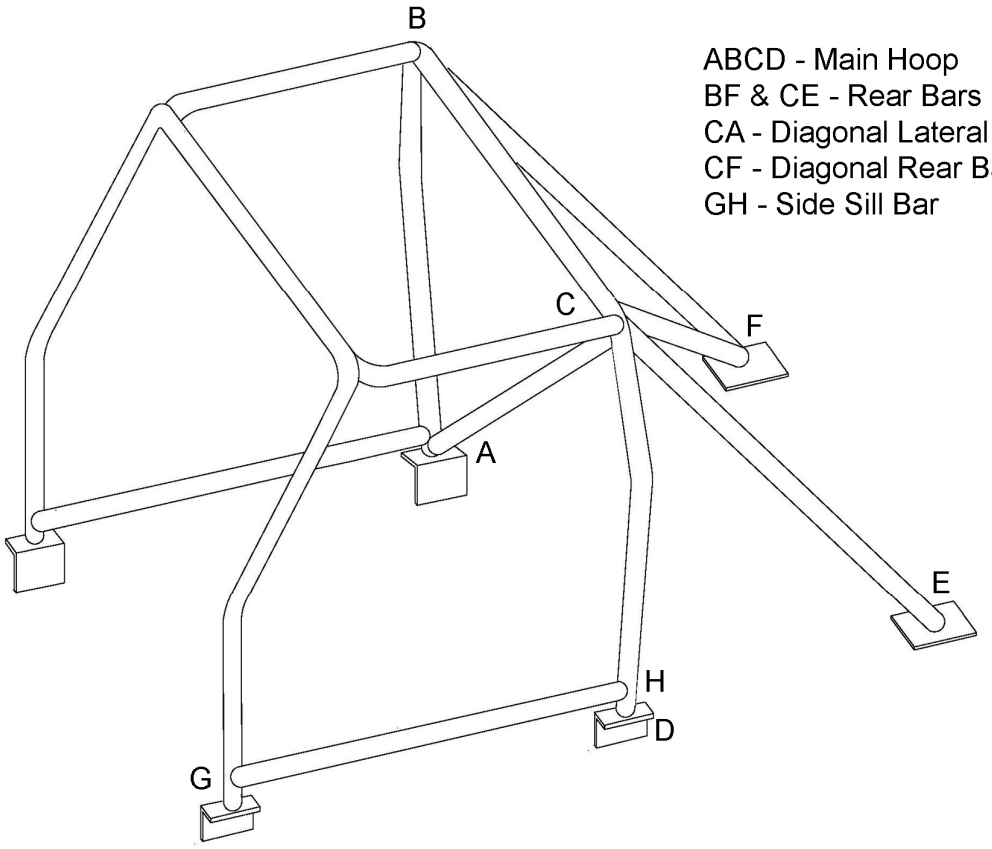


FIGURE 6 - ROLL CAGE (HALO HOOP)

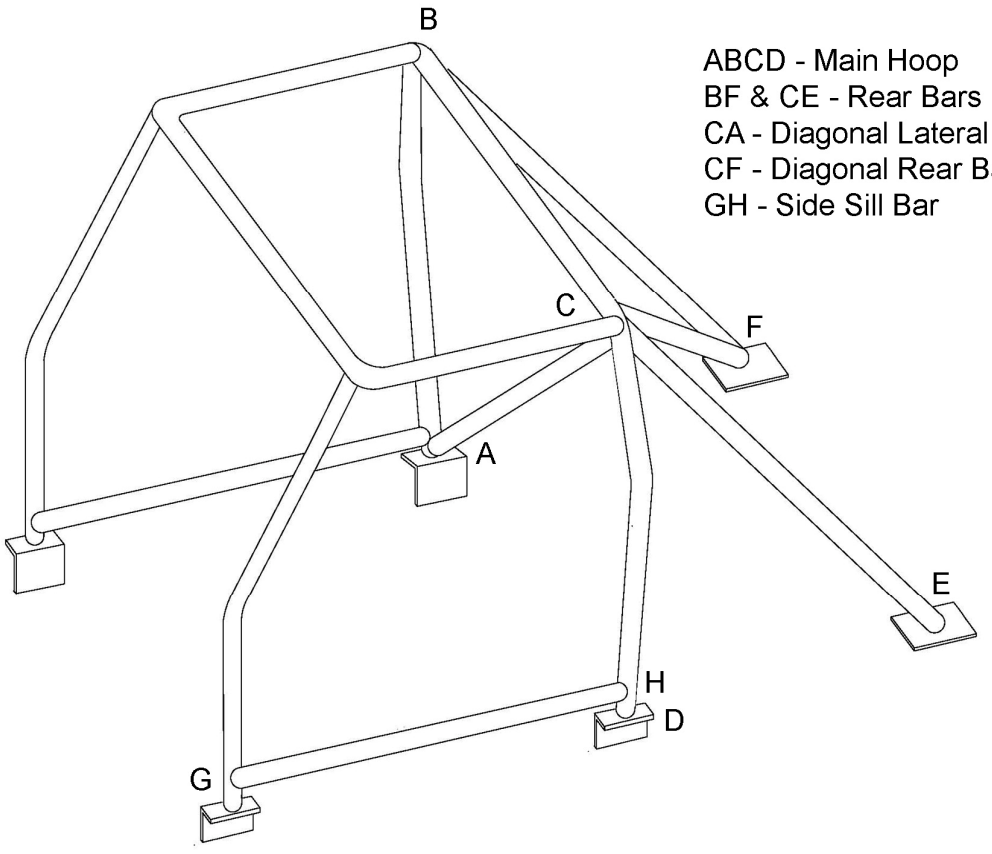


FIGURE 7 - ROLL CAGE (SIDE HOOP)

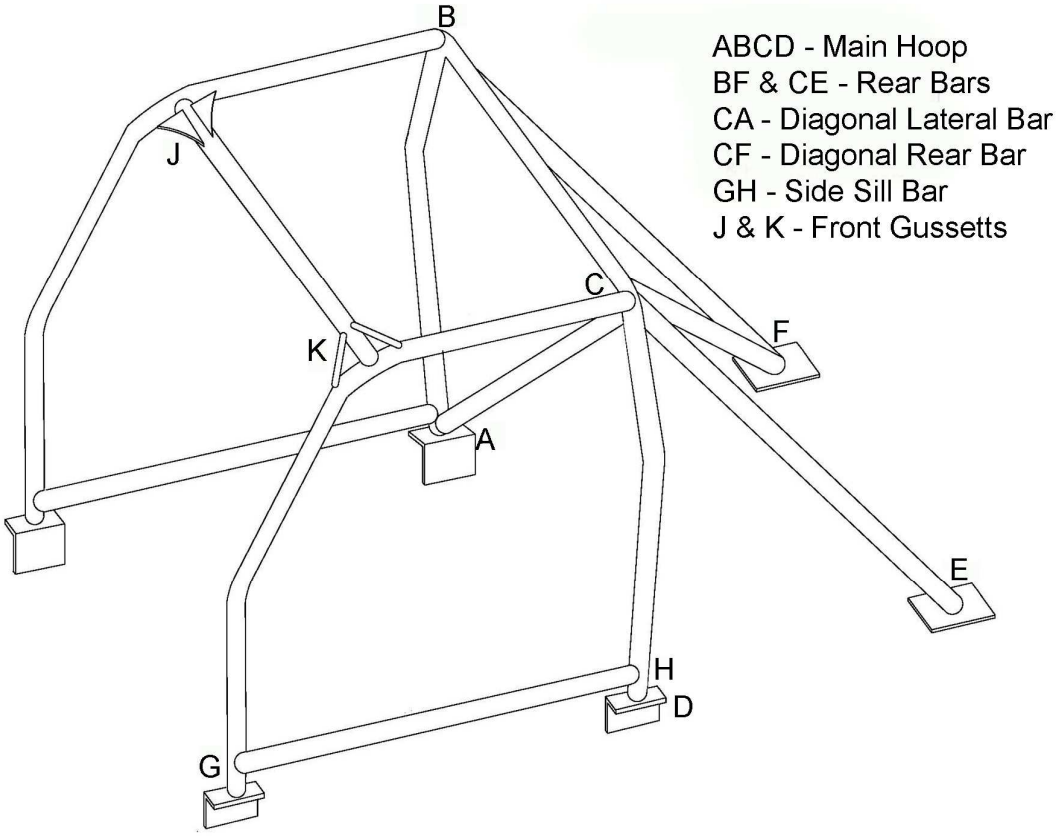


FIGURE 8 - ROLL CAGE (V-BRACE)

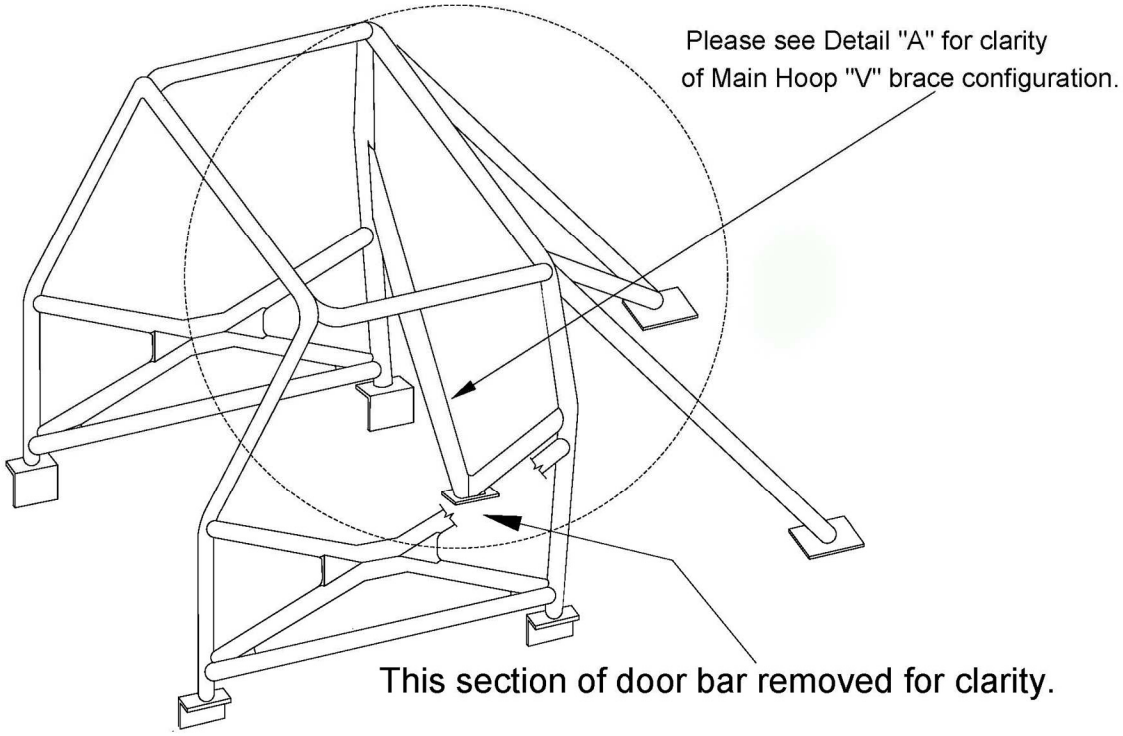
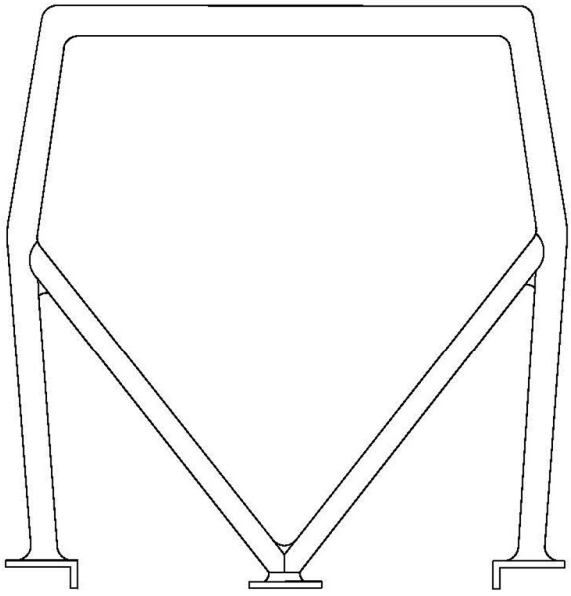


FIGURE 8A - ROLL CAGE (V-BRACE DETAIL)



Rear braces, door bars, and
forward braces omitted for clarity

j. [Deleted - (2005-018a)]

k. Padding: Any portion of the roll cage which could come into contact with the driver or co-driver's helmet during competition shall be covered with energy absorbing material compliant with either the SFI 45.1 specification or FIA Standard 8857-2001 Type A. [*All vehicles, regardless of the source of their log book, must have this type* padding. (2005-016)]

l. Inspection: An inspection hole of 3/16 inches (0.187") in diameter must be provided in a non-curved area of the Main Hoop to facilitate verification of wall thickness. Unmodified FIA certified cages are exempt from this requirement when certification documents are provided.

[Deleted vehicle weight/tubing size table - (2005-018a)]

[*D. All existing SCCA and Rally America log booked vehicles with non-homologated roll cage door bars less than 1.75" in diameter and 0.095" in thickness are required to have side sill bars as described in Article 5.5.D.6.f* (2005-018a)]

[*E. Currently log-booked vehicles whose roll cage meets the specifications of Article 5.5.D above will remain legal for the foreseeable future. Roll cages built to the 2005 Rally America rules with 1.75" x 0.095" DOM or CDS tubing are also legal. The vast majority of vehicles with SCCA log books meet these standards. Those few which do not will be addressed privately on a case-by-case basis.* (2005-018a)]

[*F. Roll cages not previously log-booked and otherwise 2005 Rally America legal, not FIA Homologated, or not FIA Article 253 compliant, must have the main hoop, front hoop or half lateral bars, their (roof area) connections, and one continuous door bar per side, made from 1.75"x 0.095" (minimum) CDS or DOM tubing. Rear supports, required diagonals, and optional cage elements may be made from 1.5" x 0.095" (minimum) CDS or DOM tubing.* (2006-008)]

5.6. FIRE EXTINGUISHERS

A. Any fire requiring the discharge or partial discharge of any portable or on-board fire system shall be reason to file an Incident Report.

B. On-Board Systems:

1. It is recommended that vehicles be equipped with on-board fire systems meeting SFI or FIA standards. Manual or automatic release is allowed. On board systems shall be installed and serviced per instructions from the manufacturer. These instructions shall be available during a technical inspection. In addition, a hand-held extinguisher of at least 10 B:C shall be installed, mounted in accordance with Article 5.6.C.3.

2. The fire system cylinder shall be securely mounted, in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically to check compliance to the full weight shown on the cylinder. (Weight is without valve assembly).

3. All on-board fire systems shall be identified with two (2) circle "E" decals, one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.

C. Portable Devices:

1. As an alternative, vehicles may be equipped with a minimum of two (2) hand-held fire extinguishers, of at least 10 B:C UL rating or equivalent each for a total minimum of 20 B:C. Additional containers and/or capacity are allowed. Hand-held extinguishers may contain any approved agent. For systems not rated in B:C units, the capacity in pounds multiplied by two (2) is the equivalent, i.e., a 5 pound extinguisher is equal to 10 B:C. For systems measured in liters, 2.25 is the minimum allowed.

2. Dry chemical extinguishers shall bear certification that they have been serviced annually. Each dry chemical extinguisher shall be removed at scrutineering and shaken to ensure that the chemical is not compacted in the extinguisher. All extinguishers shall be equipped with a visible indication of the state of charge. All extinguishers shall be approved for vehicular use by the DOT, U.S. Coast Guard, SFI or FIA.

3. The fire extinguisher(s) shall be securely mounted in the cockpit. All mounting brackets shall be metal with a quick-type release. Brackets shall be those designated by the manufacturer for 'vehicular' use.

5.7 FUEL CONTAINERS

A. No fuel other than that carried in the fuel tanks shall be carried in any vehicle. No fuel tanks, except Rally America-approved fuel cells, may be fitted in, or encroach upon, the passenger compartment. All fuel tanks must be securely mounted to the primary structure of the vehicle. Any fuel tank or cell exposed on the bottom of the vehicle shall be equipped with a stone shield designed to prevent puncture or damage from flying stones and road debris. FIA FT-3 or SFI approved fuel cells are recommended.

B. Capacity

1. There shall be no restriction on fuel capacity or dimensions of the fuel tank or cell. The installation of more than one tank or cell is allowed.

2. The fuel capacity of the vehicle shall be sufficient that the vehicle be able to traverse a total of ninety (90) miles with a maximum of 45 stage miles within that number without fuel replenishment. If other

fluids limit the range of the vehicle, the capacity of those fluids shall also be sufficient to traverse that same distance.

C. Fuel pumps and filters, not equipped with metal or metal braided lines shall also be isolated from the driver/co-driver by a metal bulkhead. Any nonstandard fuel line located in the passenger compartment shall be made of metal or metal braided construction, with self-sealing threads at all connections

D. [Deleted - (2006-003a)]

E. Safety Fuel Cell Specifications

[*1. A fuel-resistant and fire-retardant plate or shield is required between the passenger compartment and the compartment or area in which the fuel tank or cell is located.*

2. The original fuel tank may only be replaced by an FIA approved fuel cell provided that:

a. The original fuel tank is removed.

b. The fuel cell is properly vented to outside the vehicle from the compartment in which it is located.

c. The original fuel filler opening is sealed, if not used for the fuel cell.

d. Should the fuel cell and its filler be located in the luggage compartment, an outlet must be provided for fuel spilled in the compartment.

e. Where fuel cells are installed in the passenger compartment of vehicles such as "hatchback" variants, 5.7.E.1 above applies. The filler is considered part of the fuel cell. The partition must be a separate part or assembly from the fuel cell container, unless the container was originally designed as a sealed unit.

f. A positive locking fuel filler cap (no Monza/flip-type) shall be used, and fuel pickup openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape. If the filler cap is not located directly on the fuel bladder, a check valve shall be incorporated in the fuel bladder to prevent fuel escaping if the cap and filler neck are torn from the bladder. Fuel cell breathers shall vent outside the car. It is not permitted to vent the fuel system through the roll cage structure. The cell need not incorporate a drain fitting. It is recommended that all lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel cell.

3. Supplementary fuel tanks are not permitted. (2006-003a)]

F. Fuel and Oil Lines

[*If fuel lines are re-routed through the passenger compartment, they shall be in compliance with the following:*

1. *Shall incorporate a metallic casing. (If the metallic casing is not exterior to the line, a verifiable sample must be presented at scrutineering.)*
2. *Shall have a minimum of 200 PSI rating. If fuel lines are routed through the passenger compartment by the manufacturer, it is recommended that they be in compliance with this section.*
3. *Fuel pumps shall be isolated from the driver/co-driver by a fireproof metal bulkhead.*
4. *If the filler tube passes through the unprotected cockpit, the tube must have a sealed metallic cover at least .020" thick, and the filler shall not be secured to an exterior body panel in such a way that an impact with the exterior of the vehicle could force the tube apart. The filler cap must be protected by a cover separate from the car body if the tube passes through the unprotected cockpit.* (2006-003a)]

ARTICLE 6: SCRUTINEERING

6.1. VEHICLE LOG BOOK

A. All competitors shall use a standard Rally America-vehicle logbook at all *National* and *Regional* events [*, except as noted in Article 6.1.B below* (2005-014)]. Vehicles without logbooks will not be allowed to start. Only one logbook will be issued for each vehicle (other than by way of extension or replacement) and the possession of two logbooks for one vehicle at one time shall be deemed a violation of these rules.

[*Licensed Scrutineers shall issue logbooks and use the vehicle's VIN (either manufacturer- or government-issued) as the sole means for identifying a vehicle in the log book.* (2005-015)]

A complete description of the vehicle, its safety roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle shall be recorded as provided.

At each event, this logbook must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. The Scrutineer, during technical inspection, will note any deviations found regarding safety. If a waiver for the event is permitted the duration of the waiver shall be noted and complied with by the competitor. If a car is protested during an event, the results of this protest shall be noted.

B. Logbooks shall be presented to any rally official upon demand. Competitors will retain possession of the logbook upon completion of scrutineering. Rally officials may enter safety-related damage in the logbook. *SCCA Performance Rally logbooks and* Canadian logbooks issued by CARS are to be accepted at all Rally America performance rally events. [*NASA log books are also to be accepted at Rally America events.* (2005-014)]

6.2. ANNUAL INSPECTION

[Deleted - (2005-012)]

6.3. SCRUTINEERING

A. Each vehicle entered in a National or Regional event shall be required to pass a safety inspection within the 24-hour period immediately preceding the start of the event at a suitable location designated by the organizer. This safety inspection shall be conducted under the direction of an appropriately licensed Rally America Scrutineer. Scrutineers shall conduct the safety inspection in accordance with the standards prescribed by the PRR.

B. Items to be checked, in addition to those prescribed here will be spelled out in the event's Supplementary Regulations. The entrant of any vehicle initially failing to meet the requirements listed here and/or the event's Supplementary Regulations shall be given reasonable opportunity to

remedy the deficiency and to resubmit the car for inspection as the scrutineer may direct.

C. Any irreconcilable discrepancies in vehicle safety preparation noted during scrutineering shall be reported by the Chief Scrutineer to the Event Steward. Vehicles that do not meet the safety requirements will not be allowed to start. Rally officials may subject vehicles to further inspection at any time during the event. Vehicles found to be unsafe will be barred from further competition.

6.4. MINIMUM SCRUTINEERING REQUIREMENTS

A. The following vehicle equipment shall be operable and in safe condition:

1. Headlights (high and low beams), parking lights. The base of any auxiliary driving light may not be higher than the lowest point of the front windshield. It must be possible to extinguish all forward-facing auxiliary lights and dim to low beam all headlights by the use of a single switch.

    a. If the rally includes night stages, the car shall be presented to scrutineering with any auxiliary lights to be used during the event. The allowable number of forward facing lights is eight (8). This includes OEM headlights and fog lamps. Regardless of design, OEM headlights (both high and low beam) count as two (2). OEM fog/driving lamps are additional. Unmodified turn signals, parking and daytime running lights (whether separate or integral to the OEM low/high beam unit) are not counted.

2. Taillights, stoplights, turn signals, and license plate lamp.

3. Horn, windshield wipers, and windshield washers.

4. Rear view mirrors as required by the State that the vehicle is registered in.

5. Foot brakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability).

6. Tires, including spare, to be inspected for condition of sidewalls as well as tread and for absence of metal protruding from tread. Studded tires and similar tires containing metal protruding from the tread area are prohibited. Further, all tires must have a minimum tread depth of 2/32", measured across the complete tread surface.

    Any use of advanced tire sealing or inflating technologies (a.k.a. Mousse) is banned from all Rally America events. Tire warmers are not allowed.

    The interior of the tire (the space between the rim and the internal part of the tire) must be filled only with air. Use of conventional inner tubes is allowed.

7. Mud flaps on all drive and rear wheels.

8. Roll cage meeting current Rally America or FIA specifications. Rally America specifications are listed in Article 5.5.
9. All vehicles must be equipped with, and each competitor must use, an occupant restraint system as specified in Article 5.3.
10. A laminated safety glass front windshield.
11. If a lead-acid (wet cell) type battery is located in the drivers/co-driver compartment it must be equipped with leak proof caps and enclosed in a non-conductive “marine type” box. Dry Cell batteries commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries are not required to be in a “marine type” box. The hot terminal shall be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle
12. Hoods shall be fixed closed with hood pins accessible from the outside. Other fastening devices (inside or outside) shall be rendered inoperative, except for the secondary catch.
13. Other items necessary to insure a safe vehicle, such as properly adjusted wheel bearings, absence of fuel leaks, security of seats, proper mounting of equipment in the passenger compartment and trunk. It is highly recommended that any items heavier than eight ounces not be secured with a bungee cord, but rather should be attached using conventional fasteners or a buckled strap. The appropriateness of the attachment is at the discretion of the Chief Scrutineer.
14. Vehicle Recovery Points
    a. A minimum of one Vehicle Recovery Point (VRP) is required on each end (front and rear) of each vehicle entered in a Rally America event. VRPs are intended to be the primary point of attachment for recovery lines. These points are subject to extreme stresses when in use and great care should be used in their construction.
    b. VRPs shall be constructed to at least the minimum standards below:
        1. VRPs shall be manufactured out of mild steel or steel wire rope or clearly marked by the manufacturer grade 70 or 80 chain. All bolts and other hardware used in the construction and/or attachment of the VRPs shall be rated as Grade 5 or better, equal to the chain rating in the case of chain related components or be clearly marked by the manufacturer with a working load limit equal to the vehicle’s weight. All splicing hardware used on wire rope shall be rated and installed in accordance with the manufacturer’s specifications. These specifications shall be made available to the Technical Inspection staff on request to ensure proper installation.

2. The attachment point of VRPs shall be a fully closed/solid loop or eye with a minimum inside diameter of 1.5 inches in all directions of the plane of the eye/loop. Hooks of any type shall be specifically prohibited.
3. VRPs shall be designed and installed in such a manner as to allow the easy attachment of an industry standard 5/8" clevis. The attachment point shall be no more than 3/4" (19mm) thick.
4. VRPs shall be installed outside the bodywork of the vehicle, at a height sufficient to be easily viewed from above and that will allow easy attachment of a recovery line even when the vehicle is stuck belly down in soft material.
5. VRPs shall be attached to major structural components of the vehicle in such a way as to prevent tear-out under loading. They may be attached to the Roll Over Protection structure of the vehicle. The stock bumper shall not be the primary mounting point for any VRP.
6. FIA Group N Category vehicles shall have FIA homologated tow eyes.
7. VRPs shall be painted fluorescent orange. Suggested sources of paint are True Value Hardware: part #TS-641969 or Ace Hardware: part#17051

15. Cameras and camera mounts shall be of a safe and secure design. The camera shall be secured at a minimum of two points on different sides of the camera. Neither attachment may be elastic or plastic.
16. The floor pan and firewall must prevent the passage of exhaust fumes.
17. A standardized First Aid kit will be required. It will be identified and located in a visible area.
    a. The kit shall contain: Space Blanket, 2 ea. large wound pads (ABD pads), 2 ea. bandage pads (4"x4" gauze pads), 1 ea. 4" ACE wrap (elastic bandage), package of adhesive bandages (assorted sizes), SAM splint (easily formed splint), Seat Belt Cutter, Penny-Cutter scissors, 1 large sling, latex gloves, 1 roll of duct tape.
    b. The kit will be identified by a Red Cross.
    c. It is recommended that all competitors in *National* or *Regional* events complete a Red Cross Multi-media First Aid Course and a cardiopulmonary resuscitation course.
18. Minimum of three D.O.T. reflective triangles, one of which *shall* be within reach of the competitors, from their seats. All three DOT

triangles shall have bases to ensure the triangles are self-standing. The base may be emptied of ballast.

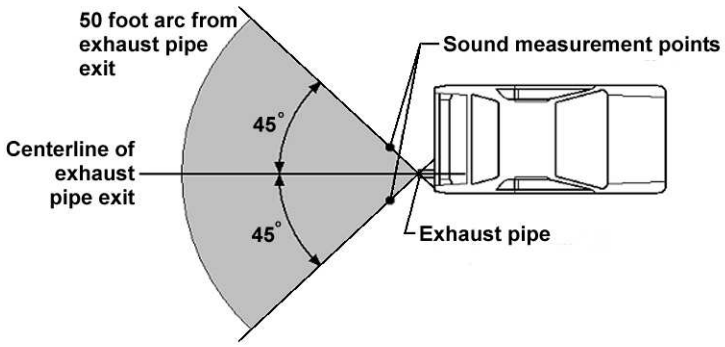
19. Fire extinguishers meeting the requirements in Article 5.6. It is required that at least one hand held extinguisher be within the reach of the driver or co-driver when seated.
20. A tow rope capable of towing the vehicle
21. If the vehicle competes with the driver's and/or co-driver's side window in the down position (open more than one (1) inch), appropriate window safety nets must be in place.
22. Fuel Sample Acquisition: All cars shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injection. To avoid spillage, the sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. If possible the sampling valve/port shall not be in the engine compartment. In all cases competitors shall provide the labor and appropriate tooling necessary to safely obtain the sample. A manned fire extinguisher shall be present whenever samples are being acquired
23. Power door locks shall be rendered inoperative or replaced with manually operated mechanisms provided by the vehicle manufacturer or like installation approved by the Chief Scrutineer. The steering lock shall be removed or disabled.
24. Movable metal sunroofs and/or roof panels have been fixed in the closed position. Glass or plastic sunroofs and/or roof panels are not allowed. Glass or plastic sunroofs and/or roof panels shall have been replaced with metal and shall be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.
25. Hazardous Material Spill Kit shall be installed. Spill kits will be available through one of the approved suppliers for a nominal fee.
26. Airbags shall be removed.

[*27. Inside door panels are required to provide protection from metal edges. This applies to front doors only on four door vehicles.* (2006-006)]

B. Additional Scrutineering Requirements

1. Sound Check

The allowable level of sound is 105 dB, A scale. It shall be measured eighteen (18) inches from either side of the exhaust tip at an angle of forty-five (45) degrees from and at the same height of the exhaust exit. The engine shall be running at a minimum of 2500 RPM. The area within a fifty (50) foot arc, bounded by forty-five (45) degrees from either side of the centerline of the exhaust pipe will be on level ground and clear of man-made obstructions. On turbocharged vehicles, the anti-lag system, if installed, should be turned off.



2. Helmets

   Safety helmets for both driver and co-driver must meet the specifications listed in Article 5.1.

3. Driving Suits

   The driving suits to be worn during competition shall be presented at scrutineering and shall carry a manufacturer's label indicating it meets the specifications in Article 5.2.

4. Vehicle Identification

   All vehicles must be presented in a neat and clean condition in order to reflect positively on the event and/or the series. All series-required and event-required decals must be in place. Vehicles not meeting the visual identification and commercial advertising requirements will be barred from further competition unless otherwise allowed by the *National* Series Steward at a *National* event or at a *Regional* event by the *Regional* Steward or *Regional* Series Manager.

ARTICLE 7: EVENT OPERATIONS

7.1. PRACTICE AND PACE NOTES

A. Route instructions and Stage Notes shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check.

B. Practicing in the area of an event shall be banned for a period of 90 days prior to each rally. Practicing is defined to be reconnaissance of the rally route in any vehicle, by any person associated with the entered team, whether as driver or passenger. The penalty for violation of this regulation shall be a mandatory one-year suspension of the competitor's FIA and/or Rally America rally license(s).

C. Pace notes shall be banned on rally events and each event should conduct at least one control to check for the presence of pace notes in competing cars. The penalty for violation of this regulation by competitors, upon finding pace notes in their car, shall be a mandatory three-month or two events (whichever is shorter) suspension of their FIA and/or Rally America rally license(s), and immediate disqualification from the event.

D. Pace Notes are defined as detailed notes on the route prepared in advance from other than organizer-supplied information that is made available to all competitors. The use of "pace" notes is prohibited. Privately produced, Rally America authorized Stage Notes for a given event are not considered Pace Notes for that event unless they have been altered or embellished with information that was not made available by the organizers to all competitors.

   Any map that is commercially available to the general public may be used. And additional markings on such map are restricted to official information issued by the organizers of the event, except they may not include the information provided in the official Stage Notes. Any other markings on the map shall be deemed to be Pace Notes.

7.2. STAGE NOTES

A. A competitor may use Stage Notes provided specifically for that event by a Rally America authorized vendor to assist in traversing the Special Stages. Stage Notes, when offered, are not required to traverse the stages. A traditional mileage-referenced tulip-style route book (per Article 1.7.F) will always be provided to all competitors irrespective of the availability of Stage Notes.

   1. Stage Notes may only be produced for *National* events and any supporting *Regional* events.

B. The glossary of abbreviations and symbols that will be used in the supplied Stage Notes shall be included in the preface of the Stage Notes Book. If more than one style of Stage Notes will be available (e.g. both

"descriptive" and "numeric"), the glossary for each available style must be included.

C. Purpose/Disclaimer:

Stage Notes are intended to give a description of the stage roads, including hazards that are known at the time the notes were made. They do not suggest the speed at which to drive the road. Competitors must realize that the information contained in the Stage Notes is a subjective matter, which cannot fully take into account the capabilities of the individual cars, the competitors, or the prevailing conditions at the time of competition. The responsibility rests with the competitors to drive safely within their capabilities at all times. While every effort is taken with the preparation and production of Stage Notes, no responsibility can be accepted for their accuracy. The event organizers, the author(s) of Stage Notes, Rally America, or any other party involved in the administration of a stage, disclaim any and all liability for any incidents alleged to have resulted from or to be connected in any matter to the use of organizer supplied Stage Notes.

D. Limitations of Use:

In accepting the vendor supplied Rally America authorized Stage Notes, competitors acknowledge and agree to the following conditions of use:

1. The notes will be used without alteration or embellishment unless amendments are authorized by instructions received from event officials;
2. The notes will not be reproduced by any means for use by any other person;
3. The notes will not be used at any other time other than the specific event for which they were provided;
4. Pre-event practicing or testing on special stages is forbidden.

E. Marking Allowances:

[~~*To assist teams unfamiliar with this course following language,*~~ (2006-013)] Markings will be allowed in Stage Notes books, provided they specifically fall under the following definitions/types:

1. Entrants may underline or highlight the words in the Stage notes books.
2. Entrants may convert abbreviations to full words in the Stage Notes books.
3. Entrants may add organizer-supplied information[*, including all information included in the route book, the official notice board, supplemental regulations or event bulletins* (2006-013)].

4. On stages that are run twice, entrants may mark in books, comments from the first running of stage for use on the second running of stage.

5. To assist entrants that are accustomed to different languages, those entrants may transpose specific information in the book (example: change a 1R to a 6R) but, should that entrant choose to do so, entrant must do these transpositions throughout the entire book, at all instances of that particular note occurring. The Series Manager or his designate(s) reserves the right to inspect any entrant's stage notes books at anytime, and will retain the top three finishers books, and a random selection of books from other entrants. Inspection can include complete vehicle per Article 8.2.D.1.

[*6. Terms such as "Brake", "Caution", or similar may be added to alert drivers to changes in the character of the stage (e.g. after a long fast stretch leading to a tight corner).* (2006-013)]

[*7. Distances may be converted from yards to meters or mileage (tenths or hundredths), but must be converted consistently throughout the notes.* (2006-013)]

F. The use of Stage Notes in violation of any of the above conditions will be considered using Pace Notes and will be penalized according to Article 7.1.

7.3. STAGES, *National* AND *Regional*

A. The stage must be identified in the route instructions, with mileage for the start and finish control.

B. Competitors shall start the stage at the "00" second mark of their "time out minute".

C. Competitors must start the stage on separate minutes.

D. Marshals shall control all intersections within a stage (as regards roads intended for public travel) and/or a barrier with appropriate warning signs (as regards minor off-road trails).

E. During stages, both driver and co-driver must wear helmets and driving suits conforming to Article 5.

F. The occupant restraint system required in Article 5 shall be worn at all times while driving during the event.

G. Windows in the driver and co-driver doors must be closed during stages or appropriate window safety nets shall be used. Windows down more than one (1) inch are in violation of this rule.

H. A confirmed encounter with moving non-rally traffic on a stage shall be grounds for protest or automatic action by the Event Steward. If a competitor encounters moving non-rally traffic, they should stop the civilians and hold them until they (and the next competitors) can decide

the best course of action to ensure that the civilians do not continue down the stage and endanger all involved.

I. Competitors shall not drive a stage road in the opposite direction of the rally route while the stage is open for competition. The penalty for violation of this rule shall be at the discretion of the Event Steward.

7.4. CONTROLS, *National* AND *Regional*

A. General Information

1. All controls must be noted in the route book, except Observation Controls, which must not be referenced in the route book.
2. Competitors are required to stop with their cars and have their passage checked at all controls and in the correct order; failure to do this will result in the competitor being classified a DNF.
3. Should a control not be placed, the arrival time at the next control, which is in place should be calculated by adding the transit time and the "bogey" (slow) time for the stage, if applicable, plus three minutes for each control not placed. (Thus six minutes if both start and finish of a stage are not placed.) An Arrival Time Control (ATC), with a stage start, is considered one control.
4. The target time for covering the distance between two controls of a transit section will appear on the time card; should a discrepancy occur between the route book and the time cards or the time cards and the marshal logs, the time cards should be deemed official and correct.
5. Throughout the event, the official time will be the local time synchronized with WWV; all controls will have official time available to competitors. Hours and minutes may be shown either in a 12- or 24-hour clock format.
6. All controls, (i.e., Observation Controls, MTCs, Arrival with Start Controls, Finish Controls, and Regrouping Controls) will be indicated by means of Rally America-approved signs. A Control Zone is defined as being from 100' prior to the Clock sign or flying finish, to 100' after the manned portion of the control, unless indicated otherwise by gate signs - see Control descriptions.
7. All control zones are considered Parc Fermes. No servicing is permitted in a control zone, except the cleaning of windows and lights is authorized, providing this act does not hinder the operation of the control or prevent you from starting on your assigned minute. As an example, the opening of your hood or trunk is considered servicing. (Also, refer to Article 7.3.I.). Competitors will be considered to be in the control zone the moment they check into the control, whether or not their car is within the physical boundaries of the control zone.

8. Controls shall be ready to function 15 minutes before the target time for the arrival of the first competitor. Unless officially changed, the controls will close 15 minutes after the target time of the last competitor, plus MPL.
9. Competitors must follow the instructions of the marshal in charge of any control. Failure to observe this may lead to exclusion from the event or a ten-minute penalty, at the discretion of the Event Steward or the Event Chairman.
10. Competitors may not mark on the time cards (except car numbers at the top of each page). Failure to observe this may lead to exclusion from the event or a ten-minute penalty, at the discretion of the Event Steward or the Event Chairman.
11. It is the competitors' responsibility to ensure that all times and numbers entered on the time card by the Control personnel are correct and are on the correct page of the time card book. By leaving the Control zone, the competitor acknowledges that all is correct, or that any dispute has been noted on the Control Log sheet.

B. Control Check-in Procedures (MTC, ATC/Stage Start, Regrouping Controls)

1. The target check-in time, which is the responsibility of the competitors, is the time obtained by adding the ideal time allowed to complete the transit section to the finish time of the Special Stage, or to the out time from the previous time control, these times being expressed to the minute (the seconds having been dropped).
2. Checking-in can only be carried out if the two competitors and the car are in the control zone *or* within the immediate vicinity of the control. The check-in time will correspond to the exact moment at which one of the competitors hands the time card to the marshal. Then the control marshal marks on the time card the actual (and official) time at which the card was handed to him, the "Time In".
3. Should a blockage occur at an ATC and the competing team is unable to reach the timing line (the clock sign) with their vehicle, one of the competitors must check-in during their correct minute, by handing their time card to the marshal during that minute. Failure to do so will result in an early or late time assessment.
4. If a vehicle enters the control zone prior to its check-in minute, the team will be penalized for an early entry as per Article 8, except as permitted by Article 7.3.B.6 for a MTC In.
5. The competitor does not incur any penalty for lateness if the act of handing the card to the marshal takes place during the check-in minute. Example: a competitor who is supposed to check-in at a control at 18:58 shall be considered to be on time if the check-in takes place between 18:58:00 and 18:58:59.

6. At a "MTC In" competitors may check-in before the target time without incurring any penalty if the competitors announce the time to the minute which they want to be checked-in and providing that minute has not already passed. If the requested minute has passed, they will be given the current minute.
7. Any difference between the actual check-in time and the target check-in time will be penalized as per Article 8.
8. In order to check their clocks, competitors may enter the control zone on foot and consult the official clock at the control without penalty. The other team member and/or car do not need to be in the control zone at that time. However, the control marshal may not give them any information on their target check-in time.

C. Main Time Controls (MTC)

1. Each leg of a rally will begin with a Main Time Control Out (MTC Out) and end with a Main Time Control In (MTC In). The last instruction in the Route book will be considered the finish of the Leg and the Final MTC for that Leg, unless otherwise indicated in the Route book.
2. MTC In and MTC Out may be combined into one control zone using one control crew for purposes of a time card exchange.
3. MTCs shall be subject to the general rules for controls (Article 7.3.A). An MTC In shall be subject to the rules for check-in procedures for controls in Article 7.3.B.
4. Organizers will assign an Out-minute for each entrant at each MTC Out, either on the time cards or on a printed schedule. At an MTC Out competitors enter the control zone during the minute preceding their Out-minute and are released by control workers at the beginning of their Out-minute. An organizer may use one of the following alternate MTC Out procedures if specified in the Supplementary Regulations:
    a. A "free start" - competitors leave without being required to check out at an MTC Out control. They may leave earlier than their assigned Out-minute.
    b. A compressed start for public relations purposes - competitors leave early as per instructions from the MTC Out control.
5. Late arrival at an MTC Out shall be penalized as per Article 8 and a new Out-minute shall be assigned by the control workers to prevent the need for making up time on the next transit section.

D. ATC/Stage Starts

1. ATC and stage start controls are subject to the general rules for controls in Article 7.3.A and the check-in procedures for controls in Article 7.3.B.

2. At an ATC, followed by a start control for a stage, the following procedure shall be applied:

   These two controls shall be included in a single control area, the signs for which shall be laid out as follows:

   a. Open gate sign (beginning of zone) - required sign.

   b. Clock sign (timing car), at a distance of about 100'.

   c. Furled flag sign (start of stage), at a distance of about 200'.

   d. The control zone ends at a distance of 100' from the manned portion of the control or at a Crossbar sign if used.

3. At the ATC at the end of a transit section, the marshal shall enter on the time card the check-in time of the competitor, and also the ideal starting time for the following special stage. The marshal will normally allow *three* minutes between these times, and the competitors must be ready to start at that time. The starting interval between all cars for special stages will be one minute, unless retirements or lateness has caused a longer interval or the organizer has extended the interval for the entire field in the interest of safety.

4. It is permissible, if agreed upon by both competitors, for two competitors, running consecutively on the road, to switch positions on the road. The final decision on this switch will rest with the control marshals and shall not result in any competitor gaining an unfair advantage, such as a two-minute "window."

5. Start of a stage will be as follows:

   a. The competitors and their vehicle will go immediately to the start of the stage (furled flag sign). The marshal there will enter on the competitor's time card the actual starting time for the stage, hour + minute, which will normally correspond to the ideal starting time. The time card will be handed back to the competitor and the marshal will countdown aloud: "30" - "15" - "10" and the last five seconds one by one. When the last five seconds have elapsed, the starting signal shall be given at which time the car must leave.

   b. The actual start of the stage may only be delayed in relation to the ideal scheduled time by the control marshal in a case of "force majeure."

   c. In the case of a discrepancy between the ideal and actual recorded times, the actual starting time of the stage will be official.

6. A false start, particularly one made before the marshal has given the "go" signal, shall be penalized by two minutes. The starting marshal is the sole authority in regards to a team's starting time.

7. Special stages commence from a standing start, with the car placed at the starting line. Any car not able to exit the control area under its own power within its designated minute following a signal to start is excluded and the car is immediately removed to a safe place.

E. Stage Finishes

1. Finish Time Controls (FTC) shall be subject to the general rules for controls in Article 7.4.A.
2. Layout of Finish Control
   a. The Finish Control Zone starts at 100' prior to the finish. Gate signs are not permitted here.
   b. The flying finish of the stage is indicated by a Checkered Flag sign.
   c. At a distance of 0.1 to 0.3 mile from the flying finish is the FTC, indicated by a Clock sign. The competitors must stop here to have their finish time entered on their time card.
   d. The finish of the control zone will be at a distance of 100' from the FTC, unless indicated otherwise by a Cross bar sign.
3. Stopping between the flying finish and the clock sign is forbidden. The penalty for violation of this rule shall be at the discretion of the Event Steward.
4. After receiving the time card back from the control marshal, the competitors must leave the area immediately.

F. Observation “O” Controls

Observation Controls are used to check for contestant violations of state or local laws (especially speeding) in transit sections, contestants' use of "Pace Notes" in stages, and other violations of regulations. When used to check for speeding violations, the contestants may be timed over a known distance from a preceding control or may be checked by radar, the latter being preferred. When used to check for pace notes, an Observation Control should be located within a Start or Finish Control. Contestants' time cards shall be marked to record passage.

Each event should have at least one Observation Control for the purpose of determining if competitors' vehicles are adhering to state vehicle codes. Competitors' vehicles determined to have violated these rules shall be disqualified or penalized per Article 8.

G. Regrouping Controls (RGC)

1. Regrouping Controls may be set up along the route; their entry and exit controls shall be subject to the general rules governing time controls in Articles 7.4.A and 7.4.B. Regrouping Controls should not be considered MTCs, and thus early arrival is not permitted.

2. The purpose of Regrouping Controls will be to reduce the intervals that may occur between competitors as a result of late arrivals or retirements. The re-starting time from Regrouping Controls and not their length must be taken into account. First cars on the road will typically be required to spend a longer period of time than later cars at Regrouping Controls.
3. On arrival at Regrouping Controls, competitors will receive instructions on their re-starting time. They then must drive their car immediately and directly to the designated parking area, Parc Ferme, Parc Expose, or service area. The re-starting order shall be that of arrival order, unless a reseed has occurred. A new set of time cards may or may not be issued.

H. Parc Expose

A Parc Expose is a location where a competitor is required to bring the vehicle (as stated in the Supplementary Regulations) for public viewing. Anyone may enter a Parc Expose area. Vehicle checking, tuning, or repair is allowed by either the competitors or service crews.

The Supplementary Regulations will specify the time and place where the Parc Expose will be located. If a Parc Ferme is also incorporated with the Parc Expose, then the two locations should be the same to avoid the need for competitors to move their cars.

The Parc Expose is under the control of the appointed Rally Officials; these officials are authorized to give orders to the competitors. The Parc Expose may become a Parc Ferme at a time specified in by the organizer.

Competitors may be required to bring their cars to a Parc Expose no more than six hours before the start. Failure to report on time, to a Parc Expose before the start, will result in a fine of $100.00, payable to the Event Steward.

I. Parc Ferme

A Parc Ferme is an area where no checking, tuning, or repair of vehicles, including tire changing or refueling, is allowed.

1. A control zone is considered to be a Parc Ferme.
2. A Parc Ferme may also be a location, specified in the Supplemental Regulations, where the competitor is required to bring the vehicle for a specified time. It shall be of adequate size and well closed off to ensure that no unauthorized personnel may gain access. Surveillance shall be carried out by rally officials; these officials are responsible for its operation. Failure to report on time, to a Parc Ferme before the start, will result in a fine of $100, payable to the Event Steward.

Only rally officials may enter the Parc Ferme. As soon as competitors have parked their cars, they must leave the Parc Ferme. They will be allowed to re-enter (or enter) the Parc Ferme ten minutes before their re-start (or start) time; any violation of the latter will result in a time penalty similar to early arrival at a time control.

If the organizers or the Event Steward consider that a car is so defective that normal road traffic may be affected, the car must be repaired in the presence of a rally official. The minutes needed for repair will be penalized similar to late arrival at a time control. If the competitor cannot present the car in a road worthy condition, to the MTC Out, during the proper start minute, a new start time will be assigned to keep the competitor from trying to regain the minutes lost.

7.5. MPL AND MPE, *National* AND *Regional*

A. Maximum Permitted Lateness (MPL) shall not exceed 30 minutes for an entire event, or for separate legs of an event, as stated in the Supplementary Regulations. MPL will be accumulated by exceeding the time allowance between two timing controls, the bogey (slow) time allowance for a special stage, or a combination of the two. The penalty for exceeding MPL is exclusion from the event, this is also known as being Time Barred.

B. In no case may early arrival at controls be used as a means of reducing accumulated MPL.

C. Exclusion for exceeding the maximum permitted lateness may only be applied at an MTC, a Regrouping Control or the end of the rally.

D. The Maximum Permitted Earliness (MPE) for the entire event will be ten minutes. Exceeding ten minutes earliness on transits will cause the competitor to be excluded from the event.

7.6. TIME ASSESSMENTS, *National* AND *Regional*

A. The Event Chairman or Event Steward has the right to correct any obvious and substantiated timing errors.

B. All official time assessments may be made in minutes and seconds (preferred) or minutes and hundredths. However, if minutes and hundredths are used, the final score must be transferred to hours, minutes and seconds for use with the overall results.

C. In order for a competitor to be scored, he must have:

1. Complied with Article 7.4.A.2 (passage recorded at all controls in the correct order); and

2. Completed all stages in their entirety, as prescribed by the instructions in the route book; an instruction consists of all columns of a numbered line. Non-compliance will result in the competitor

being assessed the slowest time for the stage for the first infraction, and exclusion for the second.

D. When a stage has been stopped, for whatever reason, before the last competitor has completed it, a time for that stage will be assigned to each competitor who has not completed the stage before the stoppage. This time will be equal to the slowest time set before the stoppage. Should the steward(s) consider that the slowest time set is abnormal, he (they) may choose a time that seems most suitable amongst the three slowest times set prior to the stoppage. No competitor who is totally or partially responsible for the stoppage of that stage may benefit from this measure.

E. A competing vehicle shall not be moved, after starting an event, by other than its own power except:

1. By unplanned assistance by towing or pushing. The car may not be moved by use of trailers, dollies, tow trucks, or other devices that allow the vehicle to be towed without its wheels on the road surface. Unplanned assistance may not come from any person working as part of a service crew during any portion of the event. Unplanned assistance may come from any other person, including other competitors; or by official permission or instruction.

   Any competitor found to have unreasonably delayed another competitor by their actions shall be disciplined at the discretion of the PRSM.

7.7. QUIET ZONES

Quiet zones are portions of the rally route on a *National* or *Regional Rally* where competitors must proceed under the following conditions:

1. Maximum speed specified in the Supplementary Regulations or route book; or, if none specified, five mph below the speed limit,
2. No driving lights, low beams only, and
3. Make as little noise as possible.

7.8. COURSE OPENING AND CLOSING

Each *National* and *Regional Rally* shall employ a minimum of one course-opening vehicle to precede the first competitor on the route by approximately 30 minutes. NO competition vehicle will be allowed to begin any stage before the course-opening vehicle has cleared the stage and declared it open for competition.

Every *National* and *Regional Rally* Series Event shall utilize at least one course-closing vehicle for the purpose of accounting for all competitors and control closing. At least one other vehicle (sweep) must be assigned to aid stranded competitors and their cars.

7.9. FORCE MAJEURE

While *National* and *Regional* event organizers have an obligation, as far as is reasonable, to ensure every competitor shall encounter equal course conditions and equal likelihood of hazard, incidents often occur which are beyond the organizer's control. When a competitor encounters such a hazard and receives additional penalty time, it is bad luck. This type of obstruction is called "Force Majeure".

Unexpected obstructions are generally the result of three conditions:

1. Conditions of Force Majeure
2. Conditions created by competitor error
3. Conditions created by organizer error.

Claims arising from conditions created by organizer error (3 above), may be allowed and may be subject to unilateral action by the organizer. Claims arising from conditions of Force Majeure (1 above) or competitor error (2 above) are not to be allowed and are not subject to unilateral action by the organizer.

This Article is intended as a general guideline and does not deny the competitor's rights to submit claims per the PRR, or deny the organizer's rights to extend the event's Maximum Permitted Lateness in an effort to ensure a qualified finishing field. The Event Steward has the authority to adjust a competitor's time on a stage or transit if the Steward feels that the safety of another competitor was at stake.

7.10. SERVICE CREWS AND SERVICING, *National* AND *Regional*

A. Servicing is defined as either any repair or maintenance of a competing vehicle by any service crew personnel; or repairs or maintenance of a competing car by the driver and/or co-driver using items not carried in the competing car. Unplanned assistance by anyone other than a service crew will be permitted at any point along the rally route, except as forbidden in Parc Fermes, Control Zones, etc. Accepting help from the sweep crew is therefore allowed.

B. Servicing is only allowed at the times and locations designated in the route book or Supplementary Regulations. Servicing at other locations on or off the route is forbidden. Whether a service area has Controls or not, it is not permissible for the car to temporarily leave the defined area to test, drive or "bed-in" brakes etc. Such action is considered illegal servicing as it is outside the defined area.

C. All members of the service crew must register with the organizer and sign the official Rally America Waiver and Release Form. Servicing by unregistered people is not permitted. All vehicles to be used during the event must be listed on the "Service Crew Registration" form. This includes service vans, rental cars, or any other car carrying service crew personnel. Furthermore all persons riding in these vehicles must register and sign the waiver.

D. Service vehicles are required to carry fire extinguishers. Any time service is being performed the fire extinguisher must be out of the service vehicle, and readily available. During refueling one crewmember shall have the fire extinguisher in hand in close proximity to the refueling procedure.

E. Jack stands must be placed under the vehicle when more than one wheel is in the air. The jack stand must support the portion of the vehicle in the air when work is being performed underneath the vehicle.

F. Service vehicle identification issued by the organizers must be placed in a highly visible location on the front part of the vehicle so as to be visible to an Observation “O” Control. This will be equivalent to a 4"X6" card, preferably brightly colored, with the competitor's car number clearly marked. The service vehicle will have equivalent identification for each of the competitors they are servicing. Service vehicles and personnel must follow their designated route and stop at all Observation Controls encountered.

G. Service vehicles are subject to the same penalties as the competitors. Any penalty incurred by a service vehicle or personnel will be applied to the competitors for whom the service crew is registered.

H. Vehicle(s) and personnel arriving on course (stage or transit) or off course with the intent of providing planned or unplanned assistance to specific team(s) shall be considered to be involved in illegal servicing. Such intent shall be determined based on the judgment of the Event Organizer in agreement with the Event Steward. Penalties will be assessed as per Article 8.

[*I. A competing team may receive unplanned assistance from another competing team limited to the following items:*

1. *Vehicle fluids, excluding fuel*
2. *Tools and small insignificant items (i.e., fasteners, tie wraps, or duct tape)*
3. *One wheel/tire assembly*
4. *Driver/Co-Driver nourishment (i.e., food and drink) or personal items (i.e., pencil, paper or sunglasses)*
5. *Information*
6. *Physical assistance (see Article 7.6.E.1)*

Any parts or assistance not listed here may only be given from one team to another while both teams are in a designated service area. Only Driver/Co-Driver nourishment and information may be provided between teams in any Parc Ferme (including controls). (2006-014)]

7.11. EMERGENCY PROCEDURES, *National* AND *Regional*

A. If competitors stop on a stage for any reason, they must immediately set out triangles and ensure the vehicle does not impede the passage of following vehicles. Warning triangles are to be set on the same side of the road as the location of the stopped vehicle sufficiently upstream (in advance) based on geographic and weather conditions in the area, to give adequate warning to on-coming traffic. To comply with this rule it is expected that one of the competitors, will place a Reflective triangle in the correct location, within 30 seconds of coming to a stop on a stop. As soon as it is apparent that the car will not complete the stage, then all three triangles must be displayed, with one being placed on the roof or top of the vehicle. Competitors continuing on the stage after stopping must remove all warning triangles before continuing on the stage.

B. If an accident has occurred and the occupants are still in the car, triangles have not been placed and no sign is displayed, the first competitor on the scene must stop, evaluate the situation, and if necessary display the Red Cross and triangles and render assistance to injured competitors.

C. Upon arrival of the next vehicle, a quick, accurate assessment of which people can render the best help must be made, with one of the vehicles immediately proceeding down the stage to the next radio point. This may very well be the stage finish. However, a number of stages now have mid-point radios that are indicated in the route book. Information regarding the exact location (mileage) of the accident and an assessment of the extent of the emergency must be given to the radio personnel.

D. Upon notification of the Red Cross situation, the stage is immediately stopped and medical personnel are dispatched from stage start with a radio operator to communicate necessary information.

E. Once the Red Cross is displayed, it must remain displayed. All following competitors must stop and render assistance as needed, control traffic and assure the road remains open to emergency vehicles. Unnecessary teams should then continue to the finish of the stage at transit speed. The competition on this stage is over and it will be scored according to these rules.

F. After the situation has been cleared, the workers at the start control will inform competitors as to how to proceed. At this time, the Red Cross should be removed from the accident scene.

G. The driver of any vehicle involved in a rally related accident resulting in personal injury or property damage must fill-out an Incident Report Form and file as per Article 1.6.D.

H. If a competitor has crashed and is not visible from the stage road, or leaves the stage road, and does not require medical assistance, they must show the OK sign to the next 3 cars.

I. Failure to comply with any part of this Emergency Procedures Article will result in an automatic $100 fine and possibly in a license suspension.

7.12. VEHICLE IMPOUND

The first place vehicle in all classes at a *National* event may be impounded for inspection at the conclusion of the event (other vehicles may be selected by the Event Steward). Competitors whose vehicles are to be inspected/torn down will be informed at the final MTC; at this time they must make a representative available to assist the Event Steward and his assistants. Competitors will be disqualified if they fail to follow the impound instructions of the Event Steward or his designee.

7.13. PRIZE FUND AND AWARDS

The event prize fund at a *National* or *Regional Rally* shall be exclusive of the manufacturer contingency monies. The total event prize fund shall be distributed as described in the Supplementary Regulations for each event. Normally three cars must start in a class to have money and trophies awarded.

7.14. RESULTS, National AND Regional

A. "Informational" scores may be posted at any time during or after an event. Complete "provisional" control-by-control scores shall be posted for all finishers at a time and place specified in the supplementary regulations. However, the Provisional results for *National* events must be generated and printed by computer from files that will be used to compile the Official results for Rally America and must be sorted by overall sequence and show all stage times and road points, otherwise they cannot be made Official without special approval of the PRSM.

B. Scores shall be signed by the Event Chairman or Event Steward and declared official 30 minutes after the Provisional scores are correctly posted, pending resolution of claims filed during the thirty-minute period. Once the results have been properly declared official they are not subject to any further protest or claim by any competitor, and they may not be altered or changed by anyone, except the Event Steward may correct any obvious errors at any time. While such a change will not affect trophies awarded at that event, it may result in changes to the year end points and seeding. Only the results of claims filed during the thirty-minute time period may alter the Provisional scores.

C. Official results, including all categories on the Rally America results form, must be mailed to all entrants, both driver and co-driver, and Rally America within 15 days of the event. For a *National Rally*, these results must include break down of leg-by-leg results in addition to totals, for all contestants, finishers and non-finishers, as well as finishing position.

Results must also include class designations for finishers and non-finishers.

D. Note to *National Rally* Organizers: A member of the organizing committee must email a copy of the "Official" results to Rally America before noon, Central Time, on the Monday following the event.

ARTICLE 8: PENALTIES AND CLAIMS

8.1. TIME ASSESSMENTS FOR ALL *National* AND *Regional* EVENTS:

A. One-second for each second taken to traverse a stage.

B. One-minute for each minute early at a Time, MTC, ATC, or Regrouping Control.

C. One minute (or 12 seconds (20 hundredths), if so specified in Supplemental Regulations) for each minute late at a Time, ATC, MTC, Regrouping Control, Parc Expose, or Parc Ferme during the rally.

D. One minute of MPL will be accumulated for each minute of late arrival at a Time, MTC, ATC or Regrouping Control and for each minute, in excess of the bogey time, taken to complete a stage.

E. One minute of MPE will be accumulated for each minute of early arrival at a MTC, ATC or Regrouping Control.

8.2. OTHER PENALTIES

The penalties listed in this Article can be regarded as the normal penalty, however the Event Steward can apply any of the following as warranted by the offence.

- Reprimand which shall be noted in his or her license file
- Fine ($1 - $1000)
- Probation of competition privileges
- Time or position
- Disqualification from competition
- Exclusion from competition
- Suspension of competition privileges
- Loss of accrued points

A. Time Penalties

1. Two minutes for starting a stage before the starter has given the signal to "go."
2. Two minutes for windows down more than 1" without nets on a stage.
3. Two minutes for Service vehicle or personnel found off course.
4. Exceeding speed limit at Observation Controls.

(.5 min penalty/each)		(1 min/each)		(2 min/each)	
MPH over=	minutes	MPH over=	minutes	MPH over=	minutes
6	0.5	11	3.5	16	9.5
7	1.0	12	4.5	17	11.5
8	1.5	13	5.5	18	13.5
9	2.0	14	6.5	19	15.5
10	2.5	15	7.5	20	17.5

For every mph more than 20 mph over the speed limit, an additional five minutes. In addition, for greater than 15 mph over the speed limit, the Event Steward may exclude competitors who are deemed to be operating in an unsafe manner.

5. Five minutes for initial traffic citation (other than speeding).
6. Five minutes for violation of the Quiet Zone rule.
7. Five minutes for driving the wrong way on a stage.
8. Five minutes for unreasonable delay of another competitor on stage.
9. Ten minutes or exclusion for refusing directions from a rally official.
10. Ten minutes for competitors marking on their time cards.
11. Ten minutes for working on your vehicle within Parc Ferme or control zones.
12. Ten minutes for illegal servicing.

B. Fines

1. $50 for incorrect identification, as per Article 3
2. $100 for servicing without Jack Stands with more than one wheel off ground
3. $100 for not following Emergency Procedures, as per Article 7.10
4. $100 and/or license suspension for not submitting an incident report, as per Article 1.6.D
5. $100 for reporting late for a Parc Ferme or Parc Expose
6. $150 for refueling without manning a Fire Extinguisher
7. $250 and/or license suspension for Log Book falsifications
8. Up to twice the entry fee for refusing to display organizer or series sponsor advertising
9. $500 for the first offense of tampering with event equipment during a Championship year
10. $1000 for second offense of tampering with event equipment during a Championship year

C. Additional Penalties

1. Exclusion for more than one traffic citation
2. Exclusion for second offence of servicing other than in a Service Area
3. Exclusion or other penalties for Class compliant irregularities, at the discretion of the Event Steward
4. Exclusion or other penalties for Stage Safety non-compliance. Article 7.10
5. Exclusion and/or other penalties for the use of Practice and Pace Notes
6. Exclusion for changes from the competitors or car on the Start List
7. Exclusion for falsifications on the Entry Form
8. Exclusion for not stopping at all controls and in the correct sequence
9. Exclusion and/or other penalties for stopping in the FTC zone before the Clock
10. GN, P, GT, G5, and G2 class cars without proper class ID, will be scored as Open class
11. If a vehicle is found not to be in compliance with the Class rules, the entry can be changed without penalty to a compliant Class, if this is done before the first Time Control
12. Loss of 5 Championship year-end points and loss of 5 Manufacturer year-end points for second offense of tampering with event equipment during a Championship year

D. Car Inspections

1. [*The Rally America Technical Director, the event Chief Scrutineer, or their designate may inspect any competition vehicle at any time. If the vehicle is found not to be in compliance with the rules, the following penalties shall be issued. Claims against vehicles as described in 8.3.D are subject to these penalties as well.*

    a. Any violations that were in compliance at the beginning of the rally (as indicated on the tech inspection form) and subsequently found not to be in compliance that are not the result of a real incident occurring during the event (see 4.b below) shall be penalized as follows:

        - *1st violation; Exclusion*
        - *2nd violation; Exclusion and suspension of competition license for 4 events or 6 months, whichever is longer*

- *3rd and subsequent violations; Exclusion and suspension of competition license for 8 events or 12 months, whichever is longer*

b. *Any violations found during the event or at post-event impound that are not the result of a real incident occurring during the event (see 4.b below) shall be penalized as follows. These penalties also apply to fuel violations:*

   - *1st violation; 3 class positions*
   - *2nd violation; Exclusion*
   - *3rd and subsequent violations; Exclusion and suspension of competition license for 4 events or 6 months, whichever is longer*

c. *Claims by competitors against P and PGT entrants regarding non-performance violations of Article 10.2.C (see 4.a below) that are not the result of a real incident occurring during the event (see 4.b below) are not subject to 1 and 2 above but shall be penalized as follows:*

   - *1st violation; 1 class position*
   - *2nd violation; 3 class positions*
   - *3rd and subsequent violations; Exclusion*

d. *The stewards shall exercise discretion in determining if any violation is either:*

   a) *so minor as to have no practical effect on performance (the Rally America Technical Director and/or the chief scrutineer's opinions shall be sought in these cases) or*

   b) *is the result of a real incident occurring during the event (an Incident report shall be filed in such cases, and the stewards are cautioned to determine if the incident is real or contrived).*

   In such cases the penalty may range from requiring the competitor to address the issue prior to the next event to one class position.

e. *The penalties prescribed above shall be the minimum penalty applied. If the stewards determine that any violation warrants a more severe penalty, they may apply additional penalties as provided under Article 8.2.*

f. *In the case of multiple violations by a competitor as an event, the most severe penalty shall be applied.*

g. *Position penalties will be imposed by computing the time necessary to move the competitor being penalized 0:00.1 behind*

the competitor in the class position the penalty prescribes. In the case where there are fewer finishers than the penalty prescribes, the position penalty will still be imposed. For example, if there are only three finishers in a class and a 3 position penalty is imposed on the 2nd place finisher, they will only receive 5th place points, final results would be 1st, 2nd, 5th. Overall position changes are not predetermined by these penalties, but are the result of class position changes. There will be no gaps in Overall finishing positions.

h. In every case, the violation, regardless of penalty, must be corrected PRIOR to pre-event technical at the next Rally America event where the competition vehicle is entered. Failure to do so will result in exclusion from this event (not the event where the violation originally occurred). If the competitor has any question as to whether the violation has been satisfactorily resolved, they shall consult with the Rally America Technical Director prior to presenting the competition vehicle for pre-event technical inspection. (2006-011)]

2. The competitor shall be responsible for performing the disassembly, re-assembly and resultant expense for any inspection to confirm vehicle legality, ordered by the Event Steward or his designee.

8.3. CLAIMS

The right to file a claim lies with any competitor who may consider himself/herself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event.

A. Types of claims

1. An inquiry is an informal written communication from the competitor to the organizer, describing a situation and/or requesting an action. It requires unilateral action on the part of the organizer; organizers will respond in writing.

2. A protest is a written communication, on an official protest form, from a competitor to the Protest Committee. A committee of three voting members shall settle all protests. This committee will consist of the Event Steward (or his/her representative) who will act as chairman, and will also select two or three other members. The Event Steward will chair the meeting and will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held.

3. Protests must be submitted to the Event Steward on the official Protest Form and be accompanied by a $50.00 fee, in cash, per item. These forms will be available at the final MTC In, or from the Event Steward. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. All decisions of the Protest Committee shall be reduced to writing and a copy of the

written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the claimant. Written witness statements and the committee's decision will be taken during the meeting and kept on file by the PRSM.

4. Monies from claims which are denied and which are kept by the Protest Committee shall be collected by the Event Steward and forwarded to Rally America.

B. Claims Against the Conduct of the Event

Claims submitted for situations arising on the route or control procedures must be submitted within 30 minutes of the contestant's in time at the final MTC. Claims prompted by the posting of provisional scores shall be submitted within 30 minutes of the posting of those scores and must be based on information contained in those scores

C. Claims Against Competitors

Claims submitted against the actions of another competitor must be submitted within 30 minutes of the claimant's in time at the final MTC.

D. Claims Against Vehicles

[*A claim (protest) against the legality of a competition vehicle shall be lodged no later than the protester's arrival at the final time control (MTC) of the event.*

At the end of each event, the competition vehicles will all be held in Parc Ferme until the last car arrives at Parc Ferme. Vehicles against which there are claims shall be held until the claims are resolved. (2005-009a)]

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event. Any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation shall be penalized by the Event Steward as listed in Article 8.2.

The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be, at a minimum, $200.00.

If, upon inspection, the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Protest Committee at the end of an event with the exception of Automatic Penalties (see Article 8.2).

8.4 APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Protest Committee. A written notice of intention to appeal and one half of the appeal fee ($100.00) must be given to the Event Steward within 30 minutes of the announcement of the decision of the Protest Committee. A written notice of appeal, and including the balance ($100.00) of the appeal fee of $200.00, shall be received by the Rally America within ten days after the announcement of the Protest Committee's decision.

An appeal will be heard by a Court of Appeals (appointed by Rally America) to consider its merits. The Court of Appeals will render a final decision within 15 days of the receipt of the written appeal. Appeals that are upheld may alter the official results of an event but will not affect the trophies already presented by the event's organizers. Pending the disposition of an appeal, all cash awards affected by the appeal shall be withheld until its resolution.

Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee. If the Court of Appeals does not find for the appellant the fee may be forfeited.

8.5 CONDUCT OF CONTESTANTS

A. Required Conduct

Every contestant shall conduct himself in a sportsmanlike manner at all times during a *National* or *Regional* event in his dealings with the public, with other contestants, and with members of the rally committee.

Any person connected with the event (worker, competitor, official, etc.) using alcoholic beverages or controlled substances during the competition portions of the event will be severely disciplined and immediately removed from the event by the Event Chairperson, the PRSM at *National* events, or the *Regional* Steward at *Regional* events.

B. Charges

Any participant charged with an offense under this Article shall be fully apprised of the charges and afforded an opportunity to answer them in writing to Rally America.

C. Discipline (*National* Competitors)

Any participant so charged who in Rally America's judgment is guilty of unsportsmanlike conduct or other reprehensible behavior in connection with a *National Rally* shall be disciplined by Rally America. Such discipline will be from the range of penalties described in Article 8.2 or as

described below as deemed commensurate with the nature and gravity of the offense:

1. A private letter of warning shall be written by Rally America to the offending contestant setting forth his breach or breaches of conduct and cautioning him that any further act detrimental to the best interests of the sport will result in more strict disciplinary action; or
2. A letter of censure shall be issued setting forth his breach(s) of conduct and censuring him for conduct detrimental to the best interest of the sport. Any further offense of the same or similar nature shall automatically result in his disqualification from further participation in *National* or *Regional* events for a period of one year from the date of the latest offense and in forfeiture of his standing in the championship competition for that year; or
3. Suspension from the *National*/*Regional Rally* program up to a period of one year from the date of the offense; and a $500.00 fine.

Rally America will honor and extend to the *National Rally* Series any discipline concerning *Regional* events.

8.6. DISCIPLINE (*Regional* COMPETITORS)

Any person charged with a violation of this rulebook in connection with a *Regional* event will be apprised of the charge and afforded an opportunity to answer the charge in writing to Rally America. Any person so charged who, in Rally America's judgment, is guilty of unsportsmanlike conduct or other reprehensible behavior shall be disciplined by Rally America. Discipline shall take one of the following forms, as Rally America may deem to be commensurate with the nature and gravity of the offense:

1. A private letter of warning shall be issued by Rally America to the offending person describing the breach of conduct and cautioning that any further act detrimental to the best interests of the sport will result in sterner action; or
2. A letter of probation shall be issued describing the misconduct and censuring the competitor for conduct detrimental to the best interests of the sport. Any further offense of the same or similar nature shall result in automatic disqualification from participation in *Regional* events for a period of one year dating from the most recent offense and in forfeiture of any standing in the championship competition for that year; or
3. A fine (of up to $250) may be imposed by the Event Steward or other court. If unable to immediately pay the full amount of a fine, a driver must surrender his/her competition license to the steward or court. A driver's competition privileges shall be under suspension as long as the fine remains unpaid. All fines shall be forwarded to Rally America by the *Regional* Steward or court; or

4. Suspension from participation in any *Regional* event for an indefinite period of time.

ARTICLE 9: ANNUAL National CHAMPIONSHIPS

9.1. DRIVER AND CO-DRIVER National CHAMPIONSHIPS

A. ***National*** Championships

Each year Rally America shall recognize ***National*** Championships in two categories that shall be known as driver and co-driver. The ***National*** Overall Championship for the driver will be awarded the John Wolfe Cup and the co-driver will be awarded the Grant Whitaker Cup.

Competitors in the Open Class, Production Class (Production and RallyTruck Class combined), Production GT, Group 5, Group 2, and FIA Group N shall also be eligible for separate championships for drivers and co-drivers. Competitors running 2WD vehicles shall be eligible for the 2WD Overall Driver (Woodner Cup) and 2WD Overall Co-Driver Championships.

[Deleted minimum number of events for Championship Eligibility (2006-007)]

The total number of events that will be counted in a ***National*** championship season will be approximately 70% of the total number of events (rounded up). The total number of events to be counted in each competition season will be published with the ***National*** championship calendar. [*In 2006, the best 7 out of 9 events will be counted.* (2006-007)]

In case of ties in the final point standings, they will be resolved according to each competitor's record of 1st place finishes, then, if necessary, the number of 2nd place finishes, then, if necessary, the number of 3rd place finishes, and so on, down to 10th position. All events entered will be considered for tiebreakers.

B. In ***National*** events, points shall be awarded to both driver and co-driver based on the competitor's overall finishing position as follows:

Finish Position	Points
1st	20
2nd	15
3rd	12
4th	10
5th	8
6th	6
7th	4
8th	3
9th	2
10th - last	1

C. For each National event on the calendar, one point will be awarded for starting each event, and one additional point for finishing the event. For

example, if a competitor finishes 8 events, he will receive 16 points towards the Championship total.

[*These points will be awarded for each of the competitor's starts and finishes in National events and is not limited to the events counted towards the Championship.* (2006-007)]

D. Competitors driving Open, Production, Production GT, Group 5, and Group 2 classes will also receive points earned for separate championships based on their finishing position within class. The points system in Article 9.1.B, plus the addition of starting and finishing points (Article 9.1.C), will be used to calculate standings in these championships.

E. Competitors driving 2WD vehicles will also receive points for 2WD Overall Driver and Co-Driver, based on their finishing position compared to other 2WD competitors. The points system described in Articles 9.1.B and 9.1.C will be used except that the finishing positions of 4WD competitors will be ignored in assigning points. Thus, a driver who finishes third overall on a *National Rally* behind two 4WD competitors he/she will receive 22 points (20 plus two starting points). The 2WD Overall Driver Championship award is known as the Woodner Cup.

F. Points earned in one category or class are not transferable to any other category or class.

G. Rally America shall annually determine the number of awards to be presented to the *National* competitors in each category and class and the place and time of the annual awards ceremony.

9.2. ROOKIE OF THE YEAR AWARD

Rally America shall annually select a recipient for the Rookie of the Year Award to recognize the driver who has made the most significant progress in his first year of National competition. Selection will be based on the driver who began his/her season in National Seed 6 and finished the highest in the overall year-end standings.

9.3. MANUFACTURER'S CHAMPIONSHIPS

Rally America will recognize Manufacturer Championships based on points accrued by member manufacturer entrants at all *National* events in the series. Only manufacturers that are members of the *National* Manufacturers' Council and enter a two-car team may earn overall manufacturer championship points. Other member manufacturers may earn manufacturer class points. Two-car manufacturer teams are not required to have both entries in the same competition class. Prior to the start of each rally, each Manufacturer shall announce, in writing to the Championship Director or his designate which cars (a maximum of 2 per manufacturer) will be earning overall points for their company at that event. Once announced, the nominated cars cannot be changed. Championships will be determined in the following categories for marques:

- Overall Manufacturer
- 2 Wheel Drive Overall Manufacturer
- FIA Group N
- Group 5
- Group 2
- Production GT
- Production Class

Open Class shall also be recognized if different from Overall Manufacturer standings. The winners will be the manufacturers compiling the highest total points in each category. Each nominated Manufacturer Car (a maximum of 2) shall be eligible to receive points. For the 2WD Overall category, only 2WD vehicles will earn points (4WD vehicles will be disregarded).

All vehicles eligible to score manufacturer points must be properly identified according to the manufacturer's requirements and be in matching manufacturers paint colors for brand or model. Manufacturer points will be scored as per Article 9.1.B.

In case of ties in final point standings, they will be resolved according to each manufacturer's record of 1st-place finishes, then if necessary, the number of 2nd-place finishes, and so on down through 10th place.

9.4. NORTH AMERICAN RALLY CUP (NARC)

This competition is designed to stimulate international competition between Canada and the United States. Events counting for this NARC must be Canadian or *National* events designated eligible by each sanctioning body on their calendar for the current year. The Rally Regulations governing each Championship and Series shall apply to the respective events. Competitors shall be properly licensed and scoring is as follows:

A. The Drivers / Co-Drivers Championship

1. Points are accumulated based on overall finishing positions at *National* events entered.
2. Competitors may count their best six events in the series.
3. Competitors must start two events in each country, but may only count four events within any one country. Points will be awarded per Article 9.1.B. The tie-breaking procedure will be per Article 9.1.A (except points will only given to the top 10 finishers).
4. There will also be a championship for drivers and co-drivers in FIA Group N, Production and Production GT. Points will be awarded per Article 9.1.B (except points only given to the top 10 finishers).

9.5. N.A.R.C. FOR MANUFACTURERS

The N.A.R.C. for manufacturers is designed to stimulate interest in and support of rallies by manufacturers.

A. If the winning make of automobile is not manufactured in North America, the appointed distributor and/or agent will receive the award.

B. A manufacturer will receive the number of points earned by the highest overall placing automobile of that make, per the schedule in Article 9.1.B above, in all events qualifying per Article 9.4 (except points only given to the top 10 finishers).

C. The tie-breaking procedure will be per Article 9.3.

D. The vehicle need not be the same model or year to be considered the same (i.e., the Cup will determine the make of automobile winning the most points such as Ford vs. Chevrolet not Ford Capri vs. Ford Escort, etc.).

E. Similar manufacturer Championships will be presented in the Production and Production GT.

[9.6. *ANNUAL REGIONAL CHAMPIONSHIP*

The Regional Championship is for competitors who compete in their Region's events. Top Championship drivers from each Region will be invited to the Regional Cup Championship Event, to compete for the overall champion in each class.

A. Season

The Regional season is from January 1 through December 31 of each year.

B. Regions

There will be three Regions, East, West and Central. The border between the East and Central regions is a straight line extending past but intersecting Detroit Michigan and Baton Rouge Louisiana. The border between West and Central is a straight line extending past but intersecting Lubbock Texas and Billings Montana. The Colorado Cog rallies will be a part of both the West and Central Regional Championships.

C. Classes

Vehicles will run in classes as established by the Rally America Rules. All classes will be included in the Regional Championship. An event organizer, with prior approval from Rally America, may divide his/her entry field into additional classes for the purposes of event awards and/or the computation of points for independent regional championships.

D. Regional Championship

1. Titles

Regional competitor champion titles are established in each of the Regions for each of the classes established in the Rally America Rules. Titles will be determined for eligible competitors by the

highest total of event points accrued in class, based on the rules below, during the declared season.

2. *Eligibility*

   Any competitor holding a Rally America competition license is eligible to register for the Regional Championships. All competitors registered for a specific Regional Championship will accrue points at events in that region.

3. *Participation*

   Any driver may register for any single or combination of Regional Championships.

4. *Event Points*

   All Rally America sanctioned Regional events will award points for the purpose of determining Regional champions. A competitor must be registered for the regional championship prior to the event. If the competitor is not registered, he/she will NOT accrue points for that event. Selected events held outside of the U.S. may also award Regional points (as "out-of-Region points") if approved by Rally America. Competitors must obtain approval from Rally America BEFORE the out-of-country event is run, in order to count points earned.

Finish Position	*Points*
1st	*20*
2nd	*15*
3rd	*12*
4th	*10*
5th	*8*
6th	*6*
7th	*4*
8th	*3*
9th	*2*
10th - last	*1*

   In the awarding of points for championship purposes, the finishing positions held by Competitors not registered for that regional championship will be ignored.

5. *Event Weighting*

   Event coefficient designations will act as multipliers. For example, a first place finish in a Coefficient 1 event gains 20 points while a first place finish in a Coefficient 3 event gains 60 points.

6. *Categories*

   Drivers and co-drivers may earn points in either category of the championships, but they may not combine these points to produce

one total. Points accumulated in one class may not be combined with points from another class.

7. *Points Totals*

   Competitors may count their best two thirds of the number of the coefficients in their Region (rounded up to the nearest whole event) to a maximum of 18 coefficients. No more than 5 of those coefficients may be from out-of-Region events.

8. *Championship points for organizers will be awarded equivalent to those awarded for winning the event they conduct. These points will be awarded to three key positions of the organizing committee (for example, Chairman, Rallymaster, Chief of Controls, Safety/Emergency Coordinator, Spectator Safety Coordinator). These points are limited to one position per Regional season per person. It is the responsibility of the organizing committee of each event to determine who will receive these points and to inform Rally America. Competitors may only accrue organizer points if they are registered for the championships.*

E. *Tie Breaking*

   Ties will be resolved on the following basis for Regional competition. The winner shall be:

   1. *The competitor with the most points earned within the Region.*
   2. *If further resolution is required, the winner shall be the competitor with the most points earned on the Coefficient 3 events, then Coefficient 2 events, and finally Coefficient 1 events.*

F. *Regional Series Administration*

   1. *It shall be the responsibility of Organizers to ensure that correct results from each event are furnished to Rally America. Any questions regarding the accuracy of points assigned should be referred to Rally America.*
   2. *Trophies will be awarded to the top three finishers in class for each Region at the end of the season.*

G. *Regional Cup Champions*

   1. *The top three competitors in the Regional Series in each Region will be invited to the Regional Cup Championship Event to compete for the title of Regional Cup Driver Champion in each class. Competitors must enter in the class they qualified in to be considered for competition. The highest finishing invited competitor in each class will be declared the Regional Cup Champion for that season.*

   2. *The presentation of the Regional Cup Champion awards will be made at the Regional Cup Championship Event awards ceremony.*

Rally America will establish, secure, and present these awards. (2005-005)]

ARTICLE 10: VEHICLE CLASSES AND ELIGIBILITY

10.1. OVERVIEW

There are four Performance Rally vehicle categories; some have separate classes within them:

Vehicle Preparation Category	Classes
Open Category	Open, Group 5, Group 2
Production Category	Production GT, Production, RallyTruck
Historic Category	Historic
FIA Category	Group N*

*[Deleted reference to Group N as only a National class - (2005-004)]

The above listed categories and classes are used at Rally America sanctioned *National* and *Regional* events.

A. Vehicles entered in Rally America classes of *National* and *Regional* events shall be based on a model built by a recognized manufacturer that is listed in an edition of the NADA Car Guide. Vehicles that meet homologation requirements in FIA Group N are also eligible to compete in *National* and *Regional* events [Deleted Group N as Open Class in Regional Rallies (2005-004)]. When competing in *National* events, only currently homologated vehicles presenting proper homologation papers will be eligible for the *National* Group N Championship.

   [Turbo Inlet Restrictor Table Moved to Article 10.1.I.1 (2006-005)]

B. Eligibility for *National* and *Regional* classes is restricted to street-licensed, closed-bodied, four-wheeled vehicles; fabric tops and side panels are prohibited.

C. If a vehicle does not meet the class specifications of ANY of the classes, the Event Steward will place the vehicle in the most appropriate class for competition. The vehicle will be considered "exhibition" only and not eligible for event or season trophies, points, or cash awards.

D. Any vehicle that has been assigned a "***ProRally***" logbook at any time prior to January 1, 1999 shall be allowed to continue to compete in ***Regional*** events and score championship points (for example, an Open Class vehicle with an adjusted engine displacement larger than 5100 cc).

E. Age limits of vehicles for *National* Championship competition as of January 1 of the competition year.

   • Homologated Classes - FIA extended limits

F. [*All Performance Rally vehicles are required to use either:*

   1. *Unleaded gasoline with a minimum specific gravity of 0.735 at 60 degrees Fahrenheit and containing no MTBE.*

   2. *Diesel fuel.*

3. *Alternative fuels (e.g., Propane) must be approved by Rally America 90 days in advance of the event.*

Rally America will be testing for lead, MTBE and specific gravity at National events as well as selected Regional events. (2006-009)]

G. For all classes, wings or aerodynamic devices are only permitted if they are part of the vehicles homologation, or are available from the vehicle's manufacturer and comply with the class rules.

H. For all vehicles in all classes for all Performance Rally events, a functional catalytic converter shall be installed. Functionality shall be determined by the following: 1) A visible and complete grid within the catalytic converter, or 2) a heat gain of 5% or greater from the inlet to the outlet of the cat with the outlet being hotter.

The only exceptions that may be granted to the above rule, and then only if documentary evidence is kept with the vehicle logbook, are:

a) For vehicles running the event powered by diesel fuel.

b) For vehicles that were imported into the USA prior to 1980, and that did not have a similar model by that manufacturer that was sold in the USA with a catalytic converter.

c) For U.S. vehicles sold prior to an E.P.A. catalytic converter requirement.

I. Restrictors

1. [*All forced induction, four wheel drive vehicles entered in Performance Rally competition shall have an air inlet sized according to the table below, regardless of temperature. The restrictor shall be placed before and within 50mm of the nearest impeller blade. The inlet restrictor shall have a single, circular opening through which all inlet air passes. There shall be no other provision for airflow to the pressure unit. The inlet restrictor installation shall include provision for sealing by the scrutineering staff. The restriction shall have a parallel area maintained for 3mm.*

Class Adjusted Engine Displacement	***Inlet Restrictor Size***
Production	*N/A*
Production GT	*2651cc and up - 32mm x 3mm*
Group 2	*N/A*
Group 5	*N/A*
Open	*34mm x 3mm*
FIA Group N	*Per FIA Regulation*

(2006-005)]

J. If the vehicle is fitted with more than one pressurizing unit, the area of the combined units shall not exceed the area for one unit as listed above. As an example, for two restrictors of equal size, the maximum diameters

of each restrictor would be 28.3mm for 2350cc to 4000cc and 25.5mm for over 4000cc

10.2. CLASS RULES

A. Group N

[*This class consists of large scale series production touring cars built in accordance with FIA Technical Regulations, Appendix J, Articles 251 (definitions), 252, 253 and 254. This includes FIA Group N cars (cars that fully comply with all FIA Technical Regulations) and Rally America Group N cars (cars that comply with the FIA Technical Regulations as strictly as practical for US based entrants).*

The following apply to Rally America Group N cars:

1. *Vehicle identification and chassis numbers will not be used as evidence of violation of FIA appendix J.*
2. *Since specifications and parts listed in homologation papers (including applicable VO, VF, etc.) are clear and concise, they shall be the primary criteria for determining legality by the Scrutineer. The applicable homologation and variant numbers must be declared at technical inspection, and noted on the inspection form and vehicle logbook.*
3. *All vehicles are required to comply with parts and specifications required by Article 254 for the vehicle for which the declared homologation was written with the following conditions:*
    a. *Those parts and specifications not listed by homologation (including applicable VO, VF, etc.), and in the judgment of the Scrutineer could not create a significant competition advantage or safety issue or significantly alter the appearance of the vehicle, are not required in Rally America Group N.*
    b. *Those parts and specifications not listed by homologation (including applicable VO, VF, etc.), and in the judgment of the Scrutineer could create a significant competition or safety issue, or significantly alter the appearance of the vehicle, are required in Rally America Group N.*
4. *In the case of technical protest by a fellow competitor, the burden of proof shall be upon the party filing the protest. In the case of an inquiry or request for action by the Scrutineer, the burden of proof shall be on the protested party. The stewards will strictly follow the judgment of the Rally America Technical Director, or in his absence, the Chief Scrutineer regarding claims of Rally America Group N class violations. Penalties may range from requiring alterations be made prior to the next event, time penalties and in the most extreme cases of competitive advantage the penalty may be exclusion.* (2005-021)]

B. Open Category

1. The Open Category is comprised of three classes: Open, Group 5, and Group 2. It is the intent of these rules that vehicles competing in the Open Category at *National* and *Regional* events be based on production vehicles. Innovation and modifications within the rules is encouraged. Non-production based vehicles (i.e., "one-off" vehicles) built from the ground up, are explicitly prohibited. In general, freedom is given to modify any component of the vehicle providing that it is not otherwise restricted below.

   a. Vehicles entered in Open class competition at all *National* and *Regional* events shall also comply with the Open Class Technology Allowances listed in Article 10.2.B.6.

2. The engine is unrestricted, but must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.

3. For Open Class and Group 5; adjusted engine displacement must be no greater then 5100 cc. using the following multipliers:

Type	Multiplier
Rotary	1.8 x Actual Displacement
Turbo/Supercharged	1.7 x Actual Displacement
Pushrod	0.8 x Actual Displacement

   All applicable multipliers must be used in determining adjusted displacement.

4. Anti-lag systems:

   It is strongly recommended that forced induction anti-lag systems be capable of being turned-off without the driver/co-driver having to exit the passenger compartment to facilitate operation only on special stages.

5. Bodywork:

   a. Exterior panels, except for allowed flares, must be visually similar to the original components, including bumpers. Except for doors, bolt-on body pieces may be constructed of an alternate material. Roof mounted, commercially available cooling vents are allowed. Any significant deviations from road-going components available from the manufacturer of that vehicle must be approved in advance by Rally America.

   b. The original windshield, A and B pillars, must remain original. The floor pan and firewall must remain original; however, they may be modified only to the extent necessary to accommodate alternate components.

   c. Fenders may be modified to the extent necessary to provide tire clearance, fender flares may be added in order for the body to fully cover the tires when viewed from above.

d. Wheel diameter and width are unrestricted; however, when viewed from above, the body and/or fender flares must cover the tires and wheels.

e. The original side and rear window(s) may be replaced with a polycarbonate equivalent of equal or greater thickness than the original glass. The windshield can only be replaced with material identical to that of the original.

[*f. Open Category pickup trucks are not required to have the stock tailgate or rear bumper, or visually similar replicas of the stock tailgate and rear bumper in place. In the absence of the OE rear bumper, there must be a substantial structure to protect the fuel tank or cell if any part of the fuel tank or cell is mounted behind the rear axle centerline.*

Open Category pickup trucks are required to have a front bumper visually similar to OE, and all other exterior body panels per this Article. (2006-016)]

6. Open Class Technology Allowances

Performance Rally cars eligible to score points in the Driver's Championship and/or the Manufacturer's Championship of the *National* Open Class shall meet the following criteria, in addition to all criteria listed in the Rules for the Open Class. Group 2 and Group 5 vehicles, while falling under the general prescriptions for Open Category, are not bound by this Article. Performance Rally vehicles that fail to comply with these regulations, but do comply with FIA Homologation requirements, shall not be eligible to score points for the *National* Manufacturer's Championship or the Open Class Championship. An example of this type of car would be a vehicle constructed to current FIA World Rally Championship or FIA Group A specifications.

a. Weight: [*All Open Class vehicles with adjusted displacement less then 2,750cc must weigh no less than 2,600 lbs. All other Open Class vehicle's minimum weight remains 2,700 lbs.* (2005-010)]

i. This is the real weight of the car, less fuel, driver, co-driver, and their personal equipment.

ii. In case of a dispute during weighing, the full equipment of the driver and co-driver will be removed, including their helmets.

iii. Headphones external to the helmet, tools, spare parts including tires and wheels, and championship recording equipment shall be left in the car.

iv. At no time during the event may a car weigh less than the absolute minimum real weight stated in these regulations.

v. The use of securely fixed ballast to complete the weight of the car is permitted.

b. Electronic Controls: No type or form of electronic control is permitted for the following components:

i. Suspension, steering, braking, gear change/clutch, front and rear differentials.

ii. Simple engine cut operating during a mechanically activated gear change is permitted.

c. Gear Change: The use of an unassisted manual sequential gear change mechanism is allowed.

d. General Specification:

i. The use of any unmodified component which complies with a currently valid FIA Group N homologation for any vehicle is permitted subject to such components complying with the regulations regarding the use of electronic controls set out in (2) above.

ii. The definition of “Unmodified Component” includes, but is not limited to, any electronic mechanisms or controls that are essential for said homologated components operation.

[*7. Only water is allowed to be injected into the intake manifold on vehicles with "water injection" systems on Open Category vehicles. No methanol, alcohol, or any other hydrocarbons are allowed in the "water injection" system. Trace amounts of methanol (<2% by volume) are allowed to account for trace amounts of temporary overnight antifreeze left in the system.*

In no instance should anything other than water be contained in any tank in passenger compartment while the car is in competition. Washer solvent and brake fluid are flammable. (2006-015)]

8. Group 5 Class: Vehicles must be 2WD, normally-aspirated, turbocharged or supercharged models sold globally in minimum quantities of 1000. Drive configuration must remain as originally manufactured (front-engine, front-drive; rear-engine, rear-drive; etc.).

9. Group 2 Class: Vehicles must be 2WD normally aspirated models sold globally in minimum quantities of 1000. Drive configuration must remain as originally manufactured (front-engine, front-drive; front-engine, rear-drive, etc.)

a. The engine is unrestricted; with the following exceptions: no rotaries are allowed, no forced induction; must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.

b. [*Maximum displacement no greater than 3080 cc. Vehicles must meet the following minimum weight (as defined in Article 10.2.B.6.a) dependant and number of valves per cylinder:*

Max cc	*Min Weight (2 Valves/Cylinder)*	*Min Weight (>2 Valves/Cylinder)*
1050cc	*670 kg (1477 lbs)*	*720 kg (1587 lbs)*
1450cc	*800 kg (1763 lbs)*	*840 kg(1851 lbs)*
1660cc	*850 kg (1874 lbs*	*920 kg (2028 lbs)*
1860cc	*890 kg (1962 lbs)*	*970 kg (2138 lbs)*
2070cc	*930 kg (2050 lbs)*	*1000 kg (2205 lbs)*
2270cc	*970 kg (2138 lbs)*	*1030 kg (2271 lbs)*
2570cc	*1030 kg (2271 lbs)*	*1080 kg (2381 lbs)*
3080cc	*1110 kg (2447 lbs)*	*1150 kg (2535 lbs)*

Rotary engines are allowed with SCCA IT legal porting and induction. The displacement for a rotary is subject to a multiplier of 1.8 which shall be applied to the 2 valve weight chart. (2006-004)]

[Valves per Cylinder Multiplier Table Deleted - (2006-004)]

C. Production Category

1. The Production Category is comprised of two classes: Production and Production GT. RallyTruck is incorporated within these classes by factor. The purpose of the production category is to provide an opportunity for rallyists to compete in *National* and *Regional* events utilizing automobiles whose preparation is limited to improving their safety and reliability.
2. All street-licensed, closed-body, four-wheel vehicles that are available for retail sale (in minimum quantities of 1000 per year in the United States) are legal.
3. No updating or backdating of cars, models, and/or components is permitted.
4. They must be standard models as sold in the U.S., except for authorized changes. A "model" is basic manufacturer's designation (e.g., Dodge Shelby Charger, Dodge Omni GLH, Volkswagen Golf GTI, Ford Mustang SVO, Chevrolet Cavalier Z24; a model is a specific vehicle not a general category).
5. Vehicles titled as "assembled" or "shop-made" are permitted; however, the competitor must declare the model year of the vehicle and said vehicle must have all the components and must meet all the Production Class rules for that model year. The vehicle identification number (VIN) for the vehicle must be permanently affixed to the vehicle either as a manufacturer's VIN plate or as the assembled title number stamped in the firewall.

6. Class Parameters

Production Class vehicles must have engines with an adjusted displacement no greater than 2650 cc. In addition, Production Class cars must have a minimum weight equal to 1.05 lb. per cc. of adjusted displacement. This weight will be measured with the vehicle 'rally-ready' less drivers, at any time during an event. The PRSM reserves the right to make weight changes or create new engine category multipliers during the season for competitive adjustments. All applicable multipliers must be used in determining adjusted displacement. The following multipliers apply to the indicated cars:

Engine Multiplier	
Rotary	1.8x
Turbocharged/Supercharged	1.7x
Four-wheel drive vehicles	1.3x
Pushrod	0.8x
Three valves per cylinder	1.1x
Four valves per cylinder	1.2x
Diesel	0.8x
Variable cam timing	1.1x

Vehicles with variable cam timing must use a multiplier of 1.1. For example, a 16-valve engine with variable cam timing would be limited to 2007 cc (1.2 X 1.1 X 2007 cc = 2649 cc).

All other vehicles meeting the eligibility requirements of this Article but with larger than 2650cc adjusted will run in the Production GT class. No minimum weight is specified, being dependent on preparation rules.

a. All all-wheel-drive Production GT vehicles with forced induction shall have an air inlet orifice of thirty two millimeters (32mm) diameter or less. The restrictor shall have a minimum width (parallel to the direction of airflow) of three millimeters (3mm) and be placed no more than fifty millimeters (50mm) up stream of the rotating section of the pressurizing device(s). If the vehicle is fitted with more than one pressurizing device, the area of the combined restrictors shall not exceed the area for one.

b. Two wheel drive Production Category vehicles with forced induction are not required to have an inlet restrictor.

7. Shop Manual and Specification Form

Each entrant shall have an official factory shop manual for his vehicle and present it at scrutineering. The manual shall also be made available in case of any inspections or claims. Competitors who do not present a shop manual at scrutineering will be scored as a DNS or may move to another class prior to the first car's leaving the main time control.

a. “Shop Manual” may be in traditional book format, or other manufacturer supplied media. If supplied in other formats, entrant must also supply device to read the media.

8. Vehicle Preparation

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications explicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs. Original equipment, as defined, is an item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States. Dealer-installed options, except as required by factory directives (no matter how common), are not included in this definition. Port installed options are considered the same as Dealer-installed options.

9. Authorized Modifications

All items that are not specifically allowed or referred to as "unrestricted", in this Article, must be of original manufacturer's specification. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are permissible.

10. Lighting Devices

All lighting and signaling devices must comply with the legal requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector, and the bulbs. The mounting of additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse lights is authorized provided they will only switch on when reverse gear is engaged. The mounting of maneuverable searchlights is prohibited.

11. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are unrestricted; however, a single engine oil cooler and the necessary fittings may be added.

[*Aftermarket replacement radiator hoses and liquid coolant hoses are authorized for P and PGT vehicles, provided that their installation*

requires no other component modification (direct OE replacement). No other hoses may be replaced by aftermarket hoses (for example, aftermarket intercooler connection hoses are not allowed), unless authorized elsewhere by Rally-America. (2006-017)]

12. Induction

    [*The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed. The elements that control the quantity of fuel fed into the engine may be changed. The standard factory ECU shall be retained, but may be reprogrammed. The vehicle shall be capable of running if a standard ECU was reinstalled. No alteration of the wire loom is allowed, except for the purposes of connecting a "Piggy Back" engine controller. The components that control the quantity of air in the engine shall not be changed or altered in any manner except for the addition of a restrictor if required. The original air filter (OEM specification) and air filter housing may not be modified, however the components upstream of the housing may be moved, modified or removed. Boost on supercharged or turbocharged vehicles is unrestricted and a manual boost control and associated hardware is authorized. A "piggy back" controller may be used to alter the function of the ECU, to similar effect as reprogramming the O.E. ECU.* (2005-008)]

    [*Inlet ducts (or hoses), which connect from the turbocharger inlet / restrictor to the airflow meter on PGT cars, may be modified for the purpose of easier access to the restrictor. The function and purpose of the duct (or hose) must not change in any other way, and all original equipment connections must be retained.*

    Replacement inlet ducts (or hoses), which connect from the turbocharger inlet / restrictor to the airflow meter on PGT cars, may be substituted in place of the original equipment duct (or hose), for the purpose of easier access to the restrictor. The function and purpose of the duct (or hose) must be the same as the original, and all original equipment connections must be retained.

    The modified or replacement PGT ducts (or hoses) must be of similar dimension to the original ducts (or hoses). Ducts (or hoses) deemed by the Rally America technical director to be constructed for the purpose of significant competitive advantage when used with a restrictor, will not be allowed.

    All other ducts (or hoses) in the inlet tract must be original equipment and unmodified per PGT rule. (2005-013)]

13. Exhaust

    The exhaust system is unrestricted, except that the stock exhaust manifold(s) must be retained, the pipe(s) must exit behind the driver

and external to the body. A functioning (meets the Federal emissions standards) catalytic converter must be retained or installed. If a car was legally registered before a Catalytic Converter was required in the USA, then the competitor may supply documentation to this effect and obtain a waiver from the PRSM.

14. Electrical Equipment

    The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity provided the location remains unchanged. The make is unrestricted.

15. Gearbox

    If, for the same model, different gearboxes are normally offered, they may be used.

16. Final Drive

    If, for the same model, different final drive ratios are normally offered, they may be used. Limited slip or locked differential units are allowed for use in Production GT and Production (including RallyTruck) class vehicles.

17. Shock Absorbers

    Free provided that their number, their type (telescopic, arm etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged, except they may be reinforced. The damper tanks may be attached onto the unmodified shell of the cars. A silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function.

    Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers. If, in order to change the damping element of a MacPherson suspension, or a suspension operating in an identical manner, it is necessary to replace the entire MacPherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points.

18. Suspension

    Springs: The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed).

    Coil Springs: The length is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats.

    Leaf Springs: The length, width, thickness and vertical curvature are free.

Torsion Bars: The Diameter is free.

Stock sway bars may be removed or replaced. The freedoms in spring length do not authorize a reduction in the ride height below the limit in the official factory shop manual (FIA homologated cars will obey article 205).

For MacPherson suspensions, the shape of the spring seats in free. Their material is free.

The reinforcing of the suspension and its anchorage points by additional material is allowed. Strut tower braces may be added, provided no alterations to air cleaner housing or other components are made. The roll cage may be used to brace the vehicle's suspension.

In the case of oil-pneumatic suspension, the spheres may be changed as regards their dimension, shape and material, but not their number. A tap, adjustable from outside of the car, may be fitted to the spheres.

19. Wheels and Tires

    The wheels and tires are free, respecting the diameter and width listed in the official factory shop manual (FIA homologated cars will use diameter and the width listed in their homologation papers), which is to be considered the maximum.

    [*The installation of heavy duty or larger/longer wheels studs or bolts is allowed. Wheel bolts may be converted to studs. The number of wheel studs or bolts may not be changed. The hub and rotor may not be modified, except enlargement and/or re-threading of holes for the purpose of installing larger and/or longer wheels studs or bolts or to convert wheel bolts to studs. Wheel spacers are allowed. The top of the tire, when viewed vertically from above the hub, must be covered by the original bodywork.* (2006-017)]

    The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured there and it is not installed in space reserved for the occupants.

    Air extractors added on the wheels are forbidden. Mud flaps of flexible material, which do not improve aerodynamics of the vehicle, may be added both in front of and behind the tires and must be installed for all drive and rear wheels.

20. Brakes

    The replacement of worn linings is authorized and the system of attachment is free, provided the dimensions of the friction surface are not greater than original equipment parts. The material of the linings is free.

Servo-assistance and residual pressure valves are permitted only when standard or a manufacturer's regular production option for the model.

a. Servo units may be disconnected or removed.

b. Backing plates may be removed, but not otherwise modified.

c. ABS (antilock braking system) may be disconnected or removed.

d. Rerouting of the brake lines is permitted.

e. The use of Teflon lined, metal braided brake lines is authorized.

21. Clutch and Pressure Plate with Flywheel

    The material and method of attachment of the clutch linings are free. These units are free except that the flywheel must be of the same material as offered from the manufacturer and fall within the specified minimum weight.

22. Fuel Cells

    Fuel cells, not to exceed the capacity of the stock fuel tank, or 15 gallons (whichever is greater), are allowed to replace stock fuel tanks. Location is unrestricted. Fitting of such cells must conform to Article 5.7. Rerouting of fuel lines is permitted. Fuel lines that pass through the passenger compartment must be as prescribed in Article 5.7 of these Rules.

23. Motor Mounts

    Motor mounts are unrestricted so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

24. Supplementary Accessories

    Supplementary accessories are authorized, without restriction, provided they have no influence what-so-ever on the behavior of the car. For example, those concerning the aesthetics or the inside comfort: lighting, heating, radio, etc.; or those enabling easier or safer driving of the car (speed pilot, windshield washer, etc.) provided they do not affect the performance and/or speed of the vehicle.

    The following are authorized:

    a. Nuts and bolts may be freely exchanged and locked by any means.

    b. The mounting of additional gauges, meters, etc.

    c. The horn may be changed or an extra one added.

    d. Extra relays, switches, wiring, and fuses may be added to the electrics.

e. The original accelerator cable may be replaced regardless of whether or not it is supplied by the manufacturer.

f. The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing of a toolbox, additional spare wheel, etc.). The attachment system of the original spare wheel may be altered. Space Saver spares may be replaced with standard tires.

g. Filler caps may be locked by any means.

h. The steering wheel is unrestricted.

i. The addition of protection for the engine sump, transmission, fuel tank and all fluid lines is permitted.

j. Cruise control systems may be removed.

k. Anti-theft systems may be removed.

l. The air conditioner compressor, condenser, hoses, switches, fittings and related hardware may be removed provided that the heating system remains intact and is operational.

m. Body shell may be seam welded.

n. Wheel scrapers are free.

o. Engine bay plastic "dress up" components may be removed provided they have no other function.

p. The rear seat, headliner, and trim pieces from the "B" pillar rearward may be removed. All door panels may be modified for clearance of the roll cage, but all OEM door panels shall be retained.

q. Roof mounted, commercially available cooling vents are allowed.

[*r. Installation of sockets in the rocker panels to be used with jack stands.* (2005-019)]

[*s. Removal of standard radio/audio systems, including speakers and related wiring, is permitted.* (2006-012)]

[*t. Rocker panel trim may be removed.* (2006-017)]

25. Coach Work

    Carpets and their associated padding may be removed. The front seats shall be replaced with seating per Article 5. Standard seat/shoulder belts may be removed. The glove box door may be removed or replaced. Passive restraints, including air bags, shall be removed or disabled.

26. Consumable Items

The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is unrestricted.

27. Tolerances

    All adjustment/machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Over-boring for the use of oversize pistons is prohibited.

28. Canadian Vehicles

    Canadian Production Class Vehicles prepared to CARS specifications will be allowed to compete in *National* and *Regional* Production Classes provided the entered vehicle complies with Article 4 (Eligibility Requirements), Article 5 (Required Safety Equipment), Article 6 (Scrutineering), and Article 3 (Vehicle Identification).

D. RallyTruck Class

1. The purpose of the class is to allow normally aspirated four- and six-cylinder 2WD light trucks; six-cylinder 4WD light trucks; and four- and six-cylinder, 2WD and 4WD sport utility vehicles to compete in the *National* and *Regional* series. Equalizing factors will be the various weights and specific requirements listed in Article 10.2.D.3.

    a. RallyTruck Class is incorporated within Production Class.

2. General

    a. All vehicles shall conform to the manufacturer's specifications (as produced and delivered), except for the following specific additions or modifications. The official shop manual (for the year, make, and model truck and all configuration supportive data) must be in the possession of each competitor at scrutineering.

    b. Certain modifications may be permitted to equalize the performance capabilities of various models. Final implementation of these modifications will be at the discretion of Rally America or its assigned representative.

3. Weight

    Minimum weights of trucks will be as rallied, without driver and co-driver. At all times the vehicle must at least weigh the following:

    a. 2WD, up to 3000 cc, 1.0 lbs per cc of engine displacement.

    b. 2WD, over 3000 cc, must weigh 3400 lbs.

    c. 4WD, up to 3000 cc, must weigh 3700 lbs.

    d. 4WD, over 3000 cc, must weigh 3900 lbs.

4. Wheelbase

Minimum wheelbase shall be 100 inches maximum wheelbase shall be 113 inches.

5. Roll Cages

   a. A full width roll cage must be fitted within the passenger compartment per the category for vehicles over 2500 lbs in Article 5, of these rules, with the following exception:

   b. At the six points minimum at which the roll cage attaches to the vehicle (two rear down tubes, four cage points), it must be bolted or welded to the frame with backing plates, either directly to a frame member or to a substantial frame extension (platform). It is permitted to cut holes in the cab and bed of sufficient size for these tubes to pass through.

   c. Sport utility vehicles shall have a double main hoop, formed by welding two rollover bars of like dimensions together. The welds joining these bars must be at least one (1) inch long, on alternating sides of the bars, on six-inch centers.

   d. It is permitted to modify interior panels and trim pieces to accommodate fitment of the roll cage. Trim items such as visors, armrests, interior lights, may be removed. Roll cage tubes may run through the dash providing the dash is modified only enough for the roll cage fitment.

   e. To accommodate fitment of the roll cage in pickup trucks, the rear window may be replaced with a clear, transparent polycarbonate rear window, minimum thickness 0.125 inches. This window must completely fill the original opening, save for the holes necessary for the roll cage tubes and/or shoulder belts to pass through. It must be bonded, riveted or otherwise securely held in place.

6. Fuel Cells

   The original fuel tank in pickup trucks and SUVs may be replaced with a fuel cell meeting the requirements of Article 5.7. Fuel gauge sensors may be modified for fuel cell level readings or may be completely removed. Fuel pumps originally mounted inside the fuel tank may be removed and/or replaced by an electric pump mounted adjacent to the fuel cell and meeting the requirements of Article 5.7.B. Fuel lines may be moved and/or replaced by metal or metal braid reinforced hose.

7. Two-Wheel Drive - Authorized Modifications - RallyTruck

   Rally America may require a competitor to replace any component with a manufacturer's original replacement part.

   a. Engine

i. Original pistons, connecting rods, crankshaft, harmonic balancer, flywheel, and clutch assembly may be machined only enough to achieve balance. The crank must weigh within the manufacturers weight tolerance. One original piston and original connecting rod must weigh within the manufacturers weight tolerance and have no indication of tooling. The original ducting to the inlet side of the air cleaner may be moved and/or modified. A single-engine oil cooler and necessary fittings may be added.

ii. For four cylinder engines only: any and all modifications will be permitted within the engine. The original head and block must be retained (shaving head or block is allowed), but the cams, porting, pistons, valves, crank, etc. are free. The basic carburetor(s) or fuel injection normally mounted on the recognized model may not be changed. The elements that control the quantity of fuel and/or air fed into the engine may be changed. Forced induction is not permitted. The exhaust manifold is unrestricted. Vehicles must meet Federal emission standards for the year of manufacture.

b. Radiator

It is permitted to fit a mesh screen in front of the radiator to act as a stone guard provided the screen is within the bodywork and serves no other purpose.

c. Drivetrain

i. Trucks must use the original transmission.

ii. The driveshaft may be changed from a two to a one-piece driveshaft. The length of the driveshaft may be changed as long as the wheelbase is maintained. Front and rear universal joints must be maintained.

iii. Either limited slip or locked differentials, which fit inside the original housing without modifications, may be used.

iv. Standard ring and pinion ratio must be used.

v. Four-cylinder engines only: any ring and pinion may be used and the flywheel, clutch, and pressure plate are unrestricted.

d. Suspension

i. Suspension mounting points may not be changed or moved. Otherwise, the alignment settings are unrestricted and:

ii. Suspension bushing material is unrestricted.

iii. Shock absorbers may be replaced with direct bolt on after market shocks.

iv. The standard suspension components and mounting points may be reinforced.

v. Any front or rear anti-roll bar or traction device may be used, providing all additional mounting hardware is bolted, not welded, to the vehicle.

vi. Springs may be replaced with others of the same type, (leaf, coil, torsion bar, etc.). Rate, diameter, length, and number of coils or leafs are unrestricted. Lowering blocks, not to exceed three inches, may be used with rear leaf springs.

vii. Bump rubbers may be modified or removed.

viii. Trucks with rear axles mounted below the leaf springs may re-mount the axle above the spring, and vice versa with axle mounted above the leaf springs.

e. Brakes

Any front to rear proportioning valve may be used. Friction material may be replaced with alternative material. Disc brake dust shields may be replaced or modified. Brake lines may be relocated and/or replaced by those of an Aeroquip type (steel braid). Servo assist systems may be disconnected.

Article 11: HISTORIC CLASS

11.1. PRINCIPLES

The purpose of Historic Class is to “enable the active celebration of the History of the Motor Car” in stage rallying in America. The Historic Class rules are intended to “preserve the specification of (the) period and prevent the modifications of performance and behaviour which could arise through the application of modern technology.” Furthermore, “Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is devotion to the cars and to their history.”

(Quotes taken from Appendix K to the International Sporting Code of the FIA)

11.2. ELIGIBILITY

Cars entering Performance Rally events in Historic Class must be at least 25 years old.

11.3. PREPARATION RULES

In all cases, Historic Class cars must comply with Articles 5, and 6 of the Performance Rally Rulebook.

A. Beyond the requirements of Articles 5 and 6, all modifications shall use methods and technology contemporary to the car, with the following exceptions:

1. Brakes lining materials are free
2. Wheels and tires are free
3. Lighting is free. Light pods are allowed if they were used in period for rallying.
4. Odometers and non-performance accessories such as intercoms are free, although period instrumentation is encouraged.

11.4. ENFORCEMENT

Event scrutineering will only ensure safety compliance. Compliance with Historic Class rules will be enforced among Historic Class competitors at each event. It is suggested that all Historic Class competitors meet for mutual inspection of the cars following event scrutineering at a time posted on the Official Notice Board by the Historic Class Chairman. Any conflicts shall be resolved at that time among the competitors, by majority vote. In case of a tie vote the Historic Class Chairman shall cast the deciding vote. Non-Historic Class competitors may not protest Historic Class eligibility. Following First Car Out, no protests may be lodged by any competitor regarding Historic Class eligibility.

11.5. FUTURE DIRECTION OF THE CLASS

Prospective Historic Class competitors are encouraged to build their cars to period specification, and current safety regulations. The rules governing the

Historic Class are intended to allow reasonable modification for use in modern Performance Rally events in both North America and abroad.